

Transit Asset Management Plan

2022

Prepared for:



E. Susan Meyer, CEO

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Date: July 14, 2022

Submitted by: Brian Conley, Maintenance Analyst

Subject: TRANSIT ASSET MANAGEMENT PLAN

Background: The Transit Asset Management Plan (TAMP) has been developed and is ready for departmental and divisional review.

Request: Please review and approve the attached TAMP. Once approved, please forward to next person on acknowledgement list (below). Once fully approved, please forward to Brian Conley for further processing.

Signatures:

 7/14/22
Josh Stoddard, Senior Vehicle Maint. Manager Date

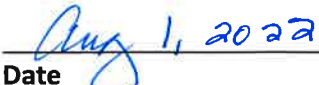
 7-14-22
Brandon Rapez-Betty, Chief Operations Officer Date

 7/14/22
Karl Otterstrom Date
Chief Planning & Development Officer

 7/20/2022
Monique Liard, Chief Financial Officer Date

Approval:


E. Susan Meyer, Chief Executive Officer


Date

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CHAPTER ONE: STA ASSET MANAGEMENT PLAN – POLICY

ASSET MANAGEMENT AND STATE OF GOOD REPAIR – POLICY

Spokane Transit imbeds its asset management and state of good repair policy in the Board-approved comprehensive plan, Connect Spokane: A Comprehensive Plan for Public Transportation. Asset management and state of good repair are also reflected in Spokane Transit’s published Organizational Priorities and supporting Performance Measures.

CONNECT SPOKANE: A COMPREHENSIVE PLAN FOR PUBLIC

Connect Spokane is the foundation policy document for all facets of Spokane Transit operations. It contains fundamental principles, policies, and strategies that are essential to how the organization is managed. It also complies with the Washington State requirement under RCW 36.57A.050 for each public transportation entity to develop a comprehensive plan. The Board reviews the document at a minimum of every three years.

It is appropriate that the Asset Management and State Of Good Repair Policy is an integrated part of this important document. The entire document is available on STA’s website at the following link:

<https://www.spokanetransit.com/projects-plans/comprehensive-plan>.

Extracts from Connect Spokane that specifically address the policies pertinent to asset management and state of good repair are reiterated below:

Part III: Activities and Programs outlines the following in the section on System Infrastructure:

SYSTEM INFRASTRUCTURE

Transit agencies, including STA, use investments in built infrastructure to provide safe, reliable public transportation. As a part of its budget process, STA annually identifies needs for improvement to the system infrastructure. To ensure that these funds are spent responsibly and methodically, this element defines how decisions about system infrastructure are made and how projects become prioritized. Without following the policies contained within this element, investments in system infrastructure become piecemeal and often prove to be wasteful, resulting in losses of both time and financial resources.

SYSTEM INFRASTRUCTURE GOAL

Invest responsibly in infrastructure that supports STA’s Mission Statement and stated Comprehensive Plan goals and policies.

SYSTEM INFRASTRUCTURE PRINCIPLES

These principles are designed to help guide investment priorities and are not intended to note specific projects or investments, but rather to help decision makers understand the context of system infrastructure prioritization within the whole of STA.

1. SUPPORT

Successful infrastructure investments align with the mission, long-term goals, and long-range plan of a transit agency.

To ensure that infrastructure investments are cost-effective, useful, and efficient, capital projects must support long-term agency objectives. Infrastructure built with the support of the transit agency’s coordinated long-range vision is more likely to succeed than infrastructure built independent from system-wide goals.

SI-2.0 – Transit Asset Management Plan

In compliance with state and federal law, STA will maintain an asset management plan certified by the WSDOT Transportation Commission.

The asset management plan will include:

- An inventory of all transportation system assets as of year-end 2021
- A preservation plan based on state of good repairs methodologies

Part III: Activities and Programs outlines the following in the section on Sustainability:

SU-1.3 Purchasing

Practice a sustainable purchasing policy.

The agency should have a holistic decision-making process for purchasing equipment and services.

- Conduct cost/benefit that considers lifespan costs and replacement strategy. Lower initial capital outlays may not be the best value when operations, maintenance, and replacement cycles are also factored as costs of ownership.
- Establish procurement decision process that considers costs involved at each stage of the entire lifecycle of goods purchased, e.g., resource extraction, material processing, product design and manufacturing, transportation and distribution, purchase and use, and end of life disposal or recycling.
- Evaluate the impact of staff resources required to support equipment or new capabilities.

SPOKANE TRANSIT ORGANIZATIONAL PRIORITIES AND PERFORMANCE MEASURES

Spokane Transit formally established five Organizational Priorities.

- Ensure Safety
- Earn and Retain the Community's Trust
- Provide Outstanding Customer Service
- Enable Organizational Success
- Exemplify Financial Stewardship

Each of these Priorities is supported by a set of Performance Measures. The Board of Directors reviews, approves, and holds the agency responsible reporting the status of each Performance Measure annually.

Three Performance Measures in support of the priority to Exemplify Financial Stewardship are directly relevant to STA's TAMP.

Financial Capacity / Financial Management

Measurement – Adherence to approved Operating Budget

Goal – Operate at, or below, budgeted expenditures

Measured – Quarterly

Service Level Stability

Measurement – Number of years current service level can be sustained

Goal – Minimum 6 years

Measured -- Annually

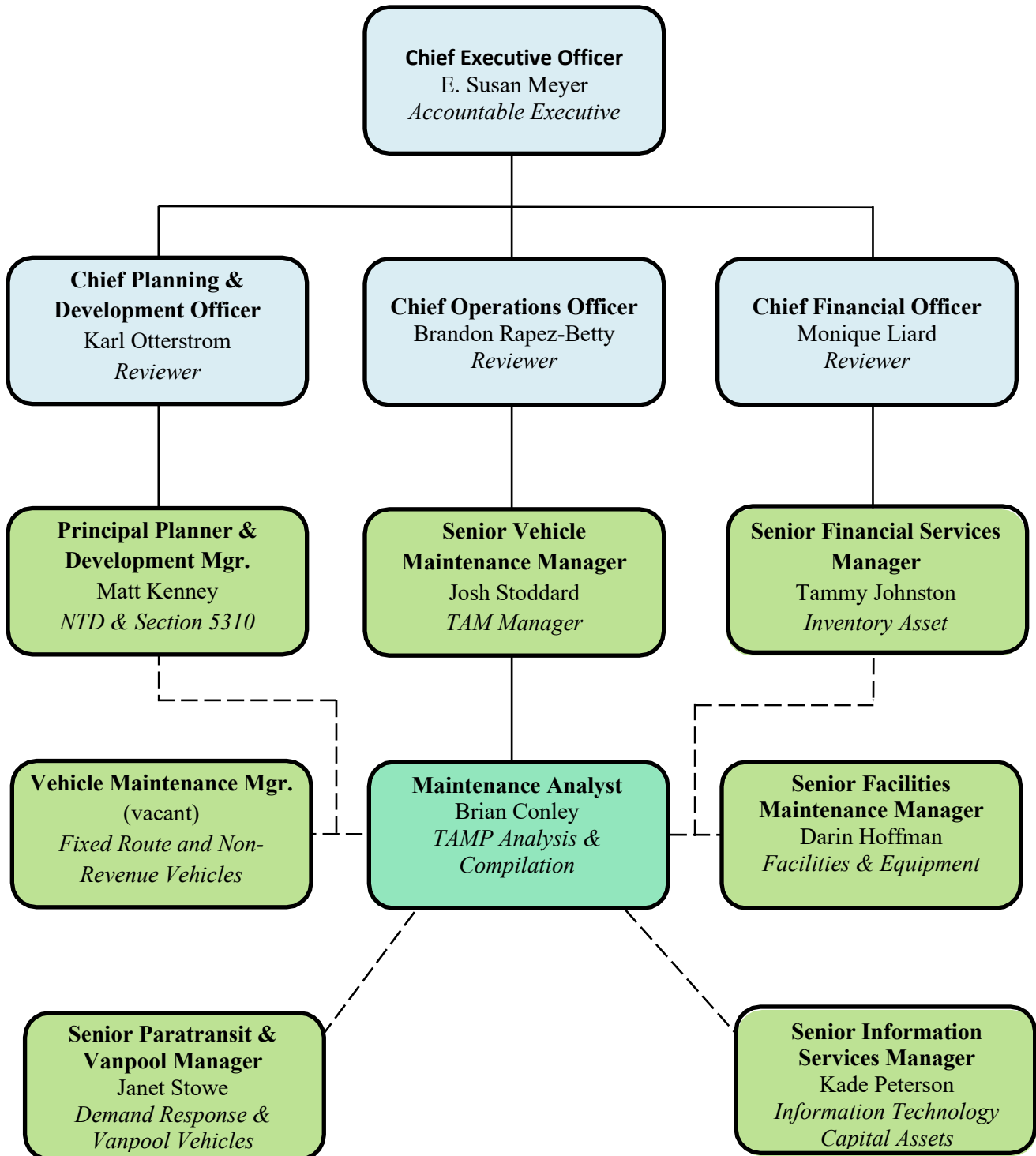
Ability to Sustain Essential Capital Investments

Measurement – Fully funded Capital Improvement Plan

Goal – 6 years

Measured – Annually

TAM PERSONNEL ROLES AND RESPONSIBILITIES



Explanation of Personnel Roles

CEO (Chief Executive Officer): As the Accountable Executive of Spokane Transit's TAMP, the CEO is key in working with the rest of the executive team to set asset condition benchmarks to the minimum or beyond FTA requirements for reporting to the State of Washington, FTA and the local MPO. The CEO has the final approval before submission to the MPO (SRTC), State of Washington or FTA.

COO (Chief Operations Officer): The COO coordinates with all scoring personnel roles in order to instruct in the development of the TAMP and relay the asset conditions as they relate to replacement or overall health of the capital assets to the rest of the Executive Team.

CPDO (Chief Planning & Development Officer): The CPDO coordinates with all planning staff to oversee that all NTD reporting and 5310 requirements are being met. This role also uses key asset information found within the TAMP to aid in forecasting future plans and procurements.

CFO (Chief Financial Officer): The CFO oversees and coordinates with the SFSM and other financial staff to ensure the asset inventories are verified through each department and categorized accordingly.

SVMM (Senior Vehicle Maintenance Manager): The SVMM works with the Maintenance Analyst, the Vehicle Maintenance Manager, Senior Facilities Maintenance Manager, and other maintenance administrative staff as a team to pull all the asset information together for reporting.

PPDM (Principal Planner & Development Manager): The PPDM works with their staff and various other reporting departments to ensure that NTD reporting and 5310 criteria are being met.

SFSM (Senior Financial Services Manager): The SFSM and staff certify and categorize all capital assets in an official inventory. This inventory is sent to the State of Washington yearly and is included in the TAMP as the building block for scoring the assets.

SFMM (Senior Facilities Maintenance Manager): Utilizing FTA guidelines, the SFMM and staff are key in assisting the Maintenance Analyst in identifying and scoring all facilities and facility related capital equipment within Spokane Transit Authority. This includes sub assets that are essential to a building's overall function but can be replaced separate from the facility.

SPVM (Senior Paratransit & Vanpool Manager): The SPVM assists the MA in identifying and scoring all Demand Response and Rideshare vehicles. The final assessments made in the TAMP help guide replacement and procurement decisions directly related to services being provided to the public.

SISM (Senior Information Services Manager): The SISM utilizes FTA's TERM scale to score all Information Service capital assets to forecast the replacement of these assets utilizing our CIP (Capital Improvement Program).

VMM (Vehicle Maintenance Manager): The VMM and staff are key in assisting the Maintenance Analyst in identifying and scoring all assets within the F/R Fleet and Maintenance Shops. Aside from Fixed Route vehicles and equipment, this role is also responsible in assisting with all non-revenue vehicles.

MA (Maintenance Analyst): The MA is responsible for collecting asset information from all parties involved to conduct analysis through established methods within FTA requirements to score and report the assets to Spokane Transit Authority for financial and long-term decision making; as well as to the State of Washington, FTA and the local MPO.

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SPOKANE TRANSIT TAMP TIMELINE

<i>Timeline</i>	<i>Activity</i>	<i>Assigned Personnel</i>
2021 Q2	Begin facilities asset assessments and scoring	Senior Facilities Maintenance Manager, Maintenance Analyst
2021 Q4	Begin SGR analysis for rolling stock and assessments of capital equipment	Senior Vehicle Maintenance Manager, Senior Paratransit & Vanpool Manager, Senior Information Services Manager, Maintenance Analyst
January 2022	Provide asset inventory lists from the Finance Department	Senior Financial Services Manager
January 2022	Compile draft TAMP initiate internal review	Maintenance Analyst, reviewers, contributors
2022 Q1	CEO review and approval of the TAMP	CEO
2022 Q1	Submit TAM information to NTD, WSDOT	Principal Planner & Development Manager, Senior Financial Services Manager
2022 Q1	Submit requests for capital projects for asset replacement and upgrades consistent with the TAMP	Senior Facilities Maintenance Manager, Senior Vehicle Maintenance Manager
July 2022	Include TAMP as an appendix to the Transit Development Plan as approved by the STA Board of Directors	Principal Planner & Development Manager, Chief Planning & Development Officer
August 2022	Transmit updated TAMP to MPO and WSDOT	Principal Planner & Development Manager

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CHAPTER TWO: STA ASSET MANAGEMENT PLAN – TARGETS

ASSET MANAGEMENT AND STATE OF GOOD REPAIR – TARGETS

In January 2017, Spokane Transit's CEO established Initial Asset Management Targets and forwarded those goals to Spokane Regional Transportation Council (SRTC). SRTC is our Metropolitan Planning Organization (MPO). These targets were modified slightly in January 2018 to better reflect STA's assessment methodology and have been forwarded to the SRTC. In February of 2020, there was a small change to the Rideshare ULB targets to better represent the current needs of the program.

Spokane Transit uses two measurement concepts to set these targets.

All vehicle targets, whether categorized under Equipment or Rolling Stock use four criteria: 1. Useful Life Benchmark (ULB) based on age; 2. ULB based on mileage; 3. safety condition assessment; and 4. a financial level of maintenance calculation.

All other Equipment and Facilities targets are determined using Federal Transit Administration Transit Economic Requirements Model (TERM) scale.

A verbatim copy of the SGR targets that STA filed with our MPO is included on the following pages.

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Spokane Transit Authority
Transit Asset Management Plan
State of Good Repair

Asset Management Targets

The Chief Executive Officer has approved the Asset Management Plan Targets to satisfy the FTA's requirement to set SGR targets.

E. Susan Meyer
Chief Executive Officer

Date

To satisfy the requirements in FTA Final Rule 49 CFR Parts 625 and 630, the State of Good Repair Asset Management Targets for Spokane Transit Authority is stated below.

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STATE OF GOOD REPAIR (SGR) VEHICLE CONDITION GUIDELINES

EQUIPMENT

SUPPORT or NON-REVENUE VEHICLES

Maintain the Support or Non-Revenue Vehicles to a degree that greater than or equal to ninety percent (90%) of these vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

- 1). **Vehicle Useful Life Benchmark (ULB):** Support or Non-Revenue vehicles will have an open service life (see Vehicle Mileage(ULB)).
- 2). **Vehicle Mileage (ULB):** Mileage for General Service (Supervisor, Security, and Transportation) vehicles will have a service life of 200,000 miles. Facilities and Grounds service vehicles will have a service life of 150,000 miles. Fixed Route and Paratransit Maintenance Shop trucks (wreckers and maintenance service trucks) will have a service life of 100,000 miles. Mileage thresholds for the three classifications listed above are determined by typical use and wear-and-tear patterns from services rendered by the various departments.
- 3). **Meets Financial Needs of SGR:** Vehicle historical maintenance data indicates the maintenance cost (parts **and** labor) for a vehicle in an open service life will equal approximately 50% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an SGR.
- 4). **Is the vehicle safe:** STA is committed to providing safe public transportation services to the Spokane region and emphasizes safety of our customers and employees in all aspects of operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain safe to operate.

TECHNOLOGY and SUPPORT EQUIPMENT

The condition of STA's technology and support equipment will be evaluated in accordance with the Federal Transit Agency's Transit Economic Requirements Model (TERM). STA will maintain the technology and support equipment (office management systems, CAD/AVL dispatch systems, etc.) such that greater than or equal to ninety percent (90%) of the technology and support equipment have a TERM condition rating of "3" (adequate) or better.

ROLLING STOCK

BUSES

Maintain the bus fleet to a degree that greater than or equal to ninety percent (90%) of these vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

- 1). **Vehicle Useful Life Benchmark (ULB):** Buses will experience a 15 and 20 (30' hybrids) year service life.
- 2). **Vehicle Mileage (ULB):** The medium-size 30' bus will experience a 20 year /350,000-mile service life. The 35', 40' and 60' buses will experience a 15 year /750,000-mile service life.
- 3). **Meets Financial Needs of SGR:** Bus historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in its 15-year service life will equal approximately 80% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an SGR.
- 4). **Is the vehicle safe:** STA is committed to providing safe public transportation services to the Spokane region and emphasizes safety of our customers and employees in all aspects of our operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain safe to operate.

PARATRANSIT VANS

Maintain the Paratransit Van fleet to a degree that greater than or equal to ninety percent (90%) of the vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

- 1). **Vehicle Useful Life Benchmark (ULB):** Paratransit Vans will experience a 9-year service life.
- 2). **Vehicle Mileage (ULB):** The Paratransit van will experience a 200,000-mile service life.
- 3). **Meets Financial Needs of SGR:** Vehicle historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in its 9-year service life will equal approximately 50% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an SGR.
- 4). **Is the vehicle safe:** STA is committed to providing safe public transportation services to the Spokane region and emphasizes safety of our customers and employees in all aspects of our operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain safe to operate.

RIDESHARE VANS

Maintain the Rideshare Van fleet to a degree that greater than or equal to ninety percent (90%) of the vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

- 1). **Vehicle Useful Life Benchmark (ULB):** Rideshare Vans will experience an 11-year service life.
- 2). **Vehicle Mileage (ULB):** Service life mileage for Rideshare Vans will be 110,000 miles.
- 3). **Meets Financial Needs of SGR:** Vehicle historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in its 11-year service life will equal approximately 30% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an SGR.
- 4). **Is the vehicle safe:** STA is committed to providing safe public transportation services to the Spokane region and emphasize safety of our customers and employees in all aspects of our operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain safe to operate.

SPECIAL USE VANS

Maintain the Special Use Van fleet to a degree that greater than or equal to ninety percent (90%) of the vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

- 1). **Vehicle Useful Life Benchmark (ULB):** Special Use Vans will experience a 5-year service life. This will be in addition to their existing service life as a Paratransit or Rideshare van.
- 2). **Vehicle Mileage (ULB):** Mileage for Special Use Vans will be in addition to the existing mileage as a Paratransit or Rideshare van and be determined by average service miles per year.

Current Special Use average fleet mileage per year:

The Special Use Van average is 13,000 miles per vehicle per year and will experience an additional 65,000-mile service life.

- 3). **Meets Financial Needs of SGR:** Vehicle historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in its extended service life will equal approximately 80% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an SGR.

- 1). **Is the vehicle safe:** STA is committed to providing safe public transportation services to the Spokane region and emphasize safety of our customers and employees in all aspects of our operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain safe to operate.

FACILITIES

The condition of STA's facilities will be evaluated in accordance with the Federal Transit Administration's Transit Economic Requirements Model (TERM). STA will maintain the facilities (administration buildings, maintenance garages, and passenger and parking facilities) such that greater than or equal to ninety percent (90%) of the facilities have a TERM condition rating of "3" (adequate) or better.

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CHAPTER THREE: STA ASSET MANAGEMENT PLAN – ASSETS & CONDITION ASSESSMENT

ASSESSMENT PROCESS

This chapter covers how STA records its asset inventory, the decision support tools to evaluate the condition of those assets, and the resulting condition assessments.

Assets are organized as logical groups within the FTA categories of: Rolling Stock, Organizational Equipment, and Facilities. The section for each logical group contains the list of assets, the decision support result for assets in that group, and the individual state of good repair assessments for that group. This organization allows us to assess our state of good repair in operational terms. It not only categorizes assets by their functional area but also provides a coherent view of the conditions and investments needed in each functional area.

This assessment process identifies the requirements for our Capital Improvement Program (CIP). The CIP is the document that articulates our investment prioritization, implementation strategy, and identifies resources to fund the implementation strategy.

This chapter of the TAMP is organized by FTA-defined asset categories. Within each category, assets are divided into sections. The sections represent operational functions and include the specific asset list, the decision support tool calculations, and a scorecard that summarizes the overall state of good repair for that group of assets. STA uses these scorecards to judge our success in meeting the agency's state of good repair targets.

Asset Category 1 --*Rolling Stock* contains three sections.

Section 1A – Fixed Route Vehicles – All vehicles in fixed route revenue service.

- Asset inventory
- Decision support tool calculations
- Scorecard

Section 1B – Demand Response Vehicles including prior Demand Response Vehicles that have been converted to SUV (Special Use Vehicle)

- Asset inventory
- Decision support tool calculations
- Scorecard

Section 1C - Vanpool Vehicles including prior Vanpool Vehicles that have been converted to SUV (Special Use Vehicle)

- Asset inventory
- Decision support tool calculations
- Scorecard

Asset Category 2 -- *Organizational Equipment* contains three sections.

Section 2A – Support Vehicles – All vehicles in non-revenue service.

- Asset inventory
- Decision support tool calculations
- Scorecard

Section 2B – Owned Equipment – Major Subsystems - Owned equipment that represents a major subsystem in support of an operational mode or facility but is on a different replacement cycle than its host vehicle fleet or facility. For example: fueling system, radio system, maintenance lifts, etc.

- Asset inventory
- Decision support tool calculations
- Scorecard

Section 2C - Owned Equipment – Information Systems – Owned equipment/software that provides essential operational capability and is on a replacement cycle that requires recurring investments.

- Asset inventory
- Decision support tool calculations
- Scorecard

Asset Category 3 -- *Facilities* contains one section.

Section 3A – Owned Facilities -- Buildings to include their integrated subsystems (i.e., HVAC, Fire suppression, elevators, etc.)

- Asset inventory
- Decision support tool calculations
- Scorecard

Vehicles – Asset List, Decision Support Tools, and Assessment

Vehicle Asset Inventory. WSDOT Public Transportation Division establishes the format for this form. This form is used for all Rolling Stock.

Spokane Transit uses four elements of this inventory to determine the state of good repair for our vehicle fleets.

- The first element is response to the column labeled; “Is the Vehicle Safe?” A “yes” or “no” response is required in this column.
 - The criteria for a “yes” rating is that the Preventative Maintenance schedule for the vehicle is current and no recurring issues of concern have been discovered through that program.
- The second element is the benchmark STA sets for “Agency’s ULB (Year).” STA determined the optimum ULB based on the characteristics of the vehicle as well as its duty cycle.
 - Heavy duty diesel vehicles = 15 years
 - Medium duty diesel vehicles = 20 years
 - Paratransit diesel vans = 9 years
 - Vanpool vans (all fuel sources) = 11 years
- The third element is the benchmark STA sets for “Agency’s ULB (Miles).” Similar to ULB (Year), STA has determined the optimum ULB based on the characteristics of the vehicle as well as its duty cycle.
 - Heavy duty diesel vehicles = 750,000 miles
 - Medium duty diesel vehicles = 350,000 miles
 - Paratransit vans (all fuel sources) = 200,000 miles
 - Vanpool vans (all fuel sources) = 110,000 miles
- The fourth element is the benchmark STA sets for “Meets Financial Needs of SGR” consists of a calculation of the maintenance investment in a specific vehicle compared to its original purchase value. A vehicle meets the financial needs criteria if the analysis of its historical and projected maintenance cost (Parts & Labor) is equal to a designated percentage of its original purchase value. The designated percentages are:
 - Heavy duty diesel vehicles $\leq 80\%$
 - Medium duty diesel vehicles $\leq 80\%$
 - Paratransit vans (all fuel sources) $\leq 50\%$
 - Vanpool vans (all fuel sources) $\leq 30\%$

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Fixed Route Fleet Methodology - Projected Vehicle Service Life Maintenance Cost - (Financial Needs of SGR)										
"maintenance cost per year" equals "total P+ L 12/31/16" divided by the "age of vet (yrs.)". Age of vehicle is calculated to 12/31/2016.				"Projected P& L in 15 yr. life" equals current "maintenance cost per year" multiplied by a 15 year service life.						
			in service date	reporting date						
			2/1/2003	12/31/2016		Replacement year	12/31/2018	=	15.92	Service life
							2/1/2003			
2301	age of vet (yrs.)		13.9		Projected P& L in 15 yr. life	End of life %				
vet #	total P+ L 12/31/16	vet cost 2/1/03	maintenance cost per year							
2301	\$199,509	\$273,315	\$14,329.16		\$214,937	79%				
2302	\$201,500	\$273,315	\$14,472.16		\$217,082	79%				
2303	\$186,400	\$273,315	\$13,387.64		\$200,815	73%				
2304	\$197,700	\$273,315	\$14,199.23		\$212,988	78%				
2305	\$196,500	\$273,315	\$14,113.05		\$211,696	77%				
2306	\$198,750	\$273,315	\$14,274.65		\$214,120	78%				
2307	\$180,700	\$273,315	\$12,978.26		\$194,674	71%				
2308	\$216,000	\$273,315	\$15,513.58		\$232,704	85%				
2309	\$179,700	\$273,315	\$12,906.43		\$193,597	71%				
2310	\$224,900	\$273,315	\$16,152.79		\$242,292	89%				
2311	\$172,350	\$273,315	\$12,378.54		\$185,678	68%				
2312	\$212,500	\$273,315	\$15,262.20		\$228,933	84%				
2313	\$193,000	\$273,315	\$13,861.67		\$207,925	76%				
					\$2,757,440					
					13	\$212,111	78%	Avg. P& L cost		
Total P+ L (Parts + Labor) equals all consumed from the "in service date" of "2/1/03" to the "reporting date" of "12/31/16".										
			date	date						
			8/1/2003	12/31/2016		Replacement year	12/31/2019	=	16.43	Service life
							8/1/2003			
2331	age of vet (yrs.)		13.4		Projected P& L in 15 yr. life	End of life %				
vet #	total P+ L 12/31/16	vet cost 8/1/03	maintenance cost per year							
2333	\$122,000	\$256,000	\$9,085.90		\$136,289	53%				
2335	\$127,300	\$256,000	\$9,480.62		\$142,209	56%				
2336	\$111,300	\$256,000	\$8,289.02		\$124,335	49%				
					\$402,833					
					3	\$134,278	52%	Avg. P& L cost		

Figure 1: Sample SGR Financial Needs Worksheet

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Vehicles – Scorecard

Once the decision support tools and criteria are applied to each vehicle the results are compiled in a scorecard. Scoring is accomplished similar to how the TERM system is used for facilities and equipment.

Each vehicle must receive a “yes” in the “Is the Vehicle Safe?” element. If it passes that screen, it must then comply with at least two of the three remaining elements: below the ULB for years; below the ULB for miles; and/or receive a “yes” as meeting the Financial Needs of SGR.

- Vehicles meeting all four elements receive a score of “5”.
- Vehicles meeting the safety element and two of the three remaining elements receive a score of “3”.
- Vehicles that do not meet the safety element automatically receive a score of “1”.
- Vehicles that meet the safety element but fail to meet at least two of the remaining three elements receive a score of “1”.

Vehicles with scores of “3” or “5” are in a state of good repair and contribute to STA achieving its state of good repair targets. Vehicles with a score of “1” must be included in the current Capital Improvement Program (CIP) for replacement in a funded project. A CIP number annotated in the “Remarks” column of the scorecard reflects this. Vehicles with a score of “3” or “5” may also have a scorecard annotation as being in the CIP, but it is not mandatory.

Organizational Equipment – Asset List, Decision Support Tools, and Assessment

Owned Equipment Inventory. Washington State Department of Transportation (WSDOT) establishes the format for this form. This form is used for all owned equipment -- including support vehicles. For STA’s TAMP, Owned Equipment includes more than assets that are standalone systems. Owned Equipment also includes major subsystems within a vehicle fleet or a facility but are on different replacement cycles than its host vehicle fleet or facility. Examples are radio system; farebox/fare collection system, etc.

Two assessment methodologies are used to evaluate this equipment.

- Support vehicles undergo the same assessment methodology as Rolling Stock vehicles. The ULB elements for mileage, years, and financial needs will vary for individual vehicles based on their duty cycles. However, the safety assessment uses the same standard as Rolling Stock.
- All other organizational equipment is assessed using the TERM methodology. This assessment matrix is shown in Figure 2.

Asset CONDITION CRITERIA				Asset RATING SCALE		
Asset Useful Life Benchmark (ULB)	Asset Condition	Asset Performance	Asset Level of Maintenance Required	Rating	Rating Description	Rating Range
Percent of ULB Based on Age Remaining	Quality , Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventative and Corrective Maintenance			
Asset is new or nearly new 75% - 100%	Asset is new or like new	Asset meets or exceeds all performance and reliability metrics, industry standards	Asset requires routine preventative maintenance according to scheduled maintenance cycles	5	Excellent	4.8 - 5.0
Asset is nearing or at its mid-point of ULB 50% - 75%	Asset is showing minimal signs of wear and deterioration	Asset generally meets performance and reliability, based on manufacturer's performance standards	Asset needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 - 4.7
Asset has passed its mid-point of ULB 25% - 50%	Asset is showing moderate signs of defective or deteriorated components	Asset's performance and reliability may decrease and cause service interruption for non-scheduled maintenance	Asset needs more frequent minor repairs on subcomponents	3	Adequate	3.0 - 3.9
Asset is nearing or at end of its ULB 0% - 25%	Asset's major subcomponents need to be rebuilt or replaced	Asset performance and reliability is becoming more substantial, but does not pose safety risk	Asset's maintenance is significant - increased repairs between preventative maintenance cycles	2	Marginal	2.0 - 2.9
Asset passed its ULB	Asset is no longer serviceable	Asset does not meet performance standards and would pose safety hazard if put in service	Major component failures	1	Poor	1.0 - 1.9

Figure 2: Owned Equipment, Decision Support Tool, Condition Scoring Methodology

STA's organizational equipment methodology includes assessments of major assets that may be located in a facility but are on maintenance and replacement cycles that warrants focused management. Examples of these are: fueling systems, lifts, bus washers, etc. These items are assessed individually as organizational equipment. Their combined scores are then rolled up to calculate the "equipment" field for the requisite facility in which they are located.

Organizational Equipment – Scorecard

Once the decision support tools and criteria are applied to each piece of equipment, the results are compiled in a scorecard. Scoring uses the TERM system.

Equipment with a score of "3" or above are in a state of good repair and contribute to STA achieving its Asset Management Targets. Equipment with a score below "3" must be included in the current Capital Improvement Program (CIP) for replacement in a funded project. A CIP number annotated in the "Remarks" column of the scorecard reflects this. Equipment with a score of "3" or better may also have a scorecard annotation as being in the CIP, but it is not mandatory.

Facilities – Asset List, Decision Support Tools, and Assessment

Owned Facilities. FTA’s TAMP Facility Performance Measure Reporting Guidebook establishes the format for this form. This form is used for all owned facilities. For STA’s TAMP, facilities include their integrated subsystems (i.e., HVAC, Fire suppression, elevators, etc.). As mentioned in the Organizational Equipment section above, major subsystems, which are on a separate replacement cycle and managed individually, receive detailed assessments as Organizational Equipment. Their condition codes are cross-referenced in the Facilities report as appropriate.

All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described in the FTA Guidebook. Condition ratings are conducted in accordance with Appendix B of that document. A sample assessment is shown in Figure 3.

1230 W Boone Avenue																			
All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018																			
1).	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center; background-color: #f2f2f2;">Substructure</th> </tr> </thead> <tbody> <tr> <td colspan="2" style="text-align: center; background-color: #f2f2f2;">Secondary Score</td> <td style="text-align: center; background-color: #f2f2f2;">Primary Score</td> </tr> <tr> <td style="padding: 2px;">Foundation: Walls, column, slab, pilings, etc.</td> <td style="text-align: center; width: 50px;">4</td> <td style="text-align: center; width: 50px;">4</td> </tr> </tbody> </table>				Substructure			Secondary Score		Primary Score	Foundation: Walls, column, slab, pilings, etc.	4	4						
Substructure																			
Secondary Score		Primary Score																	
Foundation: Walls, column, slab, pilings, etc.	4	4																	
2).	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center; background-color: #f2f2f2;">Shell</th> </tr> </thead> <tbody> <tr> <td colspan="2" style="text-align: center; background-color: #f2f2f2;">Secondary Score</td> <td style="text-align: center; background-color: #f2f2f2;">Primary Score</td> </tr> <tr> <td style="padding: 2px;">Superstructure/structural frame: Columns, pillars, walls</td> <td style="text-align: center; width: 50px;">4</td> <td rowspan="4" style="text-align: center; width: 50px;">4</td> </tr> <tr> <td style="padding: 2px;">Roof: Roof surfaces, drains, crickets, skylights, vents surrounds</td> <td style="text-align: center;">4</td> </tr> <tr> <td style="padding: 2px;">Exterior: Windows, doors and all finishes (paint, masonry)</td> <td style="text-align: center;">3</td> </tr> <tr> <td style="padding: 2px;">Sky walk: Windows, doors, beams and all finishes (paint, masonry)</td> <td style="text-align: center;">4</td> </tr> </tbody> </table>				Shell			Secondary Score		Primary Score	Superstructure/structural frame: Columns, pillars, walls	4	4	Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4	Exterior: Windows, doors and all finishes (paint, masonry)	3	Sky walk: Windows, doors, beams and all finishes (paint, masonry)	4
Shell																			
Secondary Score		Primary Score																	
Superstructure/structural frame: Columns, pillars, walls	4	4																	
Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4																		
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Sky walk: Windows, doors, beams and all finishes (paint, masonry)	4																		
3).	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center; background-color: #f2f2f2;">Interiors</th> </tr> </thead> <tbody> <tr> <td colspan="2" style="text-align: center; background-color: #f2f2f2;">Secondary Score</td> <td style="text-align: center; background-color: #f2f2f2;">Primary Score</td> </tr> <tr> <td style="padding: 2px;">Partitions: Walls, interior doors, fittings and signage</td> <td style="text-align: center; width: 50px;">4</td> <td rowspan="3" style="text-align: center; width: 50px;">4</td> </tr> <tr> <td style="padding: 2px;">Stairs: Interior stairs and landings</td> <td style="text-align: center;">4</td> </tr> <tr> <td style="padding: 2px;">Finishes: Materials used on walls, floors and ceilings</td> <td style="text-align: center;">4</td> </tr> </tbody> </table>				Interiors			Secondary Score		Primary Score	Partitions: Walls, interior doors, fittings and signage	4	4	Stairs: Interior stairs and landings	4	Finishes: Materials used on walls, floors and ceilings	4		
Interiors																			
Secondary Score		Primary Score																	
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4).	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center; background-color: #f2f2f2;">Conveyance</th> </tr> </thead> <tbody> <tr> <td colspan="2" style="text-align: center; background-color: #f2f2f2;">Secondary Score</td> <td style="text-align: center; background-color: #f2f2f2;">Primary Score</td> </tr> <tr> <td style="padding: 2px;">Elevators</td> <td style="text-align: center; width: 50px;">3</td> <td rowspan="3" style="text-align: center; width: 50px;">3</td> </tr> <tr> <td style="padding: 2px;">Hoists</td> <td style="text-align: center;">3</td> </tr> <tr> <td style="padding: 2px;">Lifts</td> <td style="text-align: center;">4</td> </tr> </tbody> </table>				Conveyance			Secondary Score		Primary Score	Elevators	3	3	Hoists	3	Lifts	4		
Conveyance																			
Secondary Score		Primary Score																	
Elevators	3	3																	
Hoists	3																		
Lifts	4																		

Primary Scores in Ascending Order	4	Aggregated rating
4		
4		
4		
4		
4		
4		
3		
4	4	

Figure 3: Owned Facilities, Decision Support Tool, Condition Scoring Methodology

5).	Plumbing			
	Secondary Score		Primary Score	4
	Fixtures	4		
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		
6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	4		
	Cooling generation & distribution system	4		
	Testing, balancing, controls & instrumentation	4		
7).	Fire Protection			
	Secondary Score		Primary Score	4
	Sprinklers	4		
	Standpipes	4		
	Hydrants & other fire protection specialties	4		
8).	Electrical			
	Secondary Score		Primary Score	4
	Electrical service and distribution	4		
	Lighting & branch wiring (interior/exterior)	4		
	Communications & security	4		
	Lightning protection, generators and emergency lighting	4		
9).	Equipment			
	Secondary Score		Primary Score	4
	Bus wash	4		
	Historical Displays	5		
	Steam Pit	3		
	Emergency Generator	4		
	Bus Vac System	4		
	FSX Machine	4		
	Floor Scrubber	3		
10).	Site			
	Secondary Score		Primary Score	4
	Roadways/driveways & associated signage, markings & equipment.	4		
	Parking lots & associated signage, markings & equipment.	4		
	Pedestrian areas & associated signage, markings & equipment.	4		
	Site development, fences, walls and miscellaneous structures.	3		
	Landscaping and irrigation	4		
	Site utilities	4		

Figure 3: Owned Facilities, Decision Support Tool, Condition Scoring Methodology, continued

Facilities – Scorecard

Once the decision support tools and criteria are applied to each facility, the results are compiled in a scorecard. Scoring uses the TERM system.

Facilities with a score of “3” or above are in a state of good repair and contribute to STA achieving its Asset Management Targets. Facilities with a score below “3” must be addressed in the current Capital Improvement Program (CIP). A CIP number annotated in the “Remarks” column of the scorecard reflects this. Equipment with a score of “3” or better may also have a scorecard annotation as being in the CIP, but it is not mandatory.

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SECTION 1: ROLLING STOCK

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SECTION 1A: ROLLING STOCK – FIXED ROUTE VEHICLE ASSET INVENTORY

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Public Transportation Management System Owned Rolling Stock Inventory & Verification of Continued Use Fleet - Fixed Route Page 1 of 2										I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.							
Agency/Organization: <u>Spokane Transit Authority</u> Reporting Year: <u>2022 (12/31/2021)</u>																	
										Signature and Title _____ Date _____							
No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2003	GILLIG 29'	4	15GGE271231090821	2333	455280	Yes	Yes	15	350,000	Yes	Yes	368,411	YES	24 + 2	D	NO
2	2003	GILLIG 29'	4	15GGE271631090823	2335	463637	Yes	Yes	15	350,000	Yes	Yes	368,411	YES	24 + 2	D	NO
3	2003	GILLIG 29'	4	15GGE271831090824	2336	474330	Yes	Yes	15	350,000	Yes	Yes	368,411	YES	24 + 2	D	NO
4	2006	GILLIG 40'	1	15GGD291761077750	2601	736832	No	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
5	2006	GILLIG 40'	1	15GGD291961077751	2602	766883	No	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
6	2006	GILLIG 40'	1	15GGD291061077752	2603	776970	No	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
7	2006	GILLIG 40'	1	15GGD291261077753	2604	760802	No	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
8	2006	GILLIG 40'	1	15GGD291461077754	2605	797651	Yes	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
9	2006	GILLIG 40'	1	15GGD291661077755	2606	765793	No	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
10	2006	GILLIG 40'	1	15GGD291861077756	2607	812668	Yes	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
11	2006	GILLIG 40'	1	15GGD291X61077757	2608	732306	No	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
12	2006	GILLIG 40'	1	15GGD291161077758	2609	766789	No	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
13	2006	GILLIG 40'	1	15GGD291361077759	2610	717882	No	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
14	2006	GILLIG 40'	1	15GGD291X61077760	2611	771352	No	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
15	2006	GILLIG 40'	1	15GGB291861077761	2612	774273	No	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
16	2006	GILLIG 40'	1	15GGB291X61077762	2613	759619	No	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
17	2006	GILLIG 40'	1	15GGB291161077763	2614	735885	No	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
18	2006	GILLIG 40'	1	15GGB291361077764	2615	772275	No	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
19	2006	GILLIG 40'	1	15GGD291961077765	2616	774349	No	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
20	2006	GILLIG 40'	1	15GGD291461077766	2617	788892	No	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
21	2006	GILLIG 40'	1	15GGD291661077767	2618	785301	No	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
22	2006	GILLIG 40'	1	15GGD291861077768	2619	772873	No	Yes	15	750,000	Yes	Yes	428,461	YES	40 + 2	D	NO
23	2007	NEW FLYER 60'	5	5FYD4YS196C031037	2661	560604	Yes	Yes	15	750,000	Yes	Yes	671,935	YES	62+2	D	NO
24	2007	NEW FLYER 60'	5	5FYD4YS106C031038	2662	581433	Yes	Yes	15	750,000	Yes	Yes	671,935	YES	62+2	D	NO
25	2007	NEW FLYER 60'	5	5FYD4YS126C031039	2663	582233	Yes	Yes	15	750,000	Yes	Yes	671,935	YES	62+2	D	NO
26	2007	NEW FLYER 60'	5	5FYD4YS196C031040	2664	568910	Yes	Yes	15	750,000	Yes	Yes	671,935	YES	62+2	D	NO
27	2007	NEW FLYER 60'	5	5FYD4YS106C031041	2665	571787	Yes	Yes	15	750,000	Yes	Yes	671,935	YES	62+2	D	NO
28	2007	NEW FLYER 60'	5	5FYD4YS126C031042	2666	566595	Yes	Yes	15	750,000	Yes	Yes	671,935	YES	62+2	D	NO
29	2007	GILLIG 35'	2	15GGB271571078435	2701	610582	Yes	Yes	15	750,000	Yes	Yes	451,944	YES	39+2	D	NO
30	2007	GILLIG 35'	2	15GGB271771078436	2702	612891	Yes	Yes	15	750,000	Yes	Yes	451,944	YES	39+2	D	NO
31	2007	GILLIG 35'	2	15GGB271971078437	2703	603948	Yes	Yes	15	750,000	Yes	Yes	451,944	YES	39+2	D	NO
32	2007	GILLIG 40'	1	15GGD271271078418	2704	709428	No	Yes	15	750,000	Yes	Yes	462,519	YES	39+2	D	NO
33	2007	GILLIG 40'	1	15GGD271471078419	2705	702588	Yes	Yes	15	750,000	Yes	Yes	462,519	YES	39+2	D	NO
34	2007	GILLIG 40'	1	15GGD271071078420	2706	705542	Yes	Yes	15	750,000	Yes	Yes	462,519	YES	39+2	D	NO
35	2007	GILLIG 40'	1	15GGD271271078421	2707	702402	No	Yes	15	750,000	Yes	Yes	462,519	YES	39+2	D	NO
36	2007	GILLIG 40'	1	15GGD271471078422	2708	697807	No	Yes	15	750,000	Yes	Yes	462,519	YES	39+2	D	NO
37	2007	GILLIG 40'	1	15GGD271671078423	2709	691179	No	Yes	15	750,000	Yes	Yes	462,519	YES	39+2	D	NO
38	2007	GILLIG 40'	1	15GGD271871078424	2710	688102	Yes	Yes	15	750,000	Yes	Yes	462,519	YES	39+2	D	NO
39	2007	GILLIG 40'	1	15GGD271X71078425	2711	684291	Yes	Yes	15	750,000	Yes	Yes	462,519	YES	39+2	D	NO
40	2007	GILLIG 40'	1	15GGD271171078426	2712	691789	Yes	Yes	15	750,000	Yes	Yes	462,519	YES	39+2	D	NO
41	2007	GILLIG 40'	1	15GGD271371078427	2713	718226	Yes	Yes	15	750,000	Yes	Yes	462,519	YES	39+2	D	NO
42	2007	GILLIG 40'	1	15GGD271571078428	2714	709827	Yes	Yes	15	750,000	Yes	Yes	462,519	YES	39+2	D	NO
43	2007	GILLIG 40'	1	15GGD271771078429	2715	688353	Yes	Yes	15	750,000	Yes	Yes	462,519	YES	39+2	D	NO
44	2007	GILLIG 40'	1	15GGD271371078430	2716	686393	No	Yes	15	750,000	Yes	Yes	462,519	YES	39+2	D	NO
45	2007	GILLIG 40'	1	15GGD271571078431	2717	686446	Yes	Yes	15	750,000	Yes	Yes	462,519	YES	39+2	D	NO
46	2007	GILLIG HEV 40'	1	15GGD301771078432	7001	679089	Yes	Yes	15	750,000	Yes	Yes	749,907	YES	39+2	DE	NO
47	2007	GILLIG HEV 40'	1	15GGD301971078433	7002	670890	Yes	Yes	15	750,000	Yes	Yes	749,907	YES	39+2	DE	NO
48	2007	GILLIG HEV 40'	1	15GGD301071078434	7003	651266	Yes	Yes	15	750,000	Yes	Yes	749,907	YES	39+2	DE	NO
49	2008	GILLIG 40'	1	15GGD271081079603	2801	644620	Yes	Yes	15	750,000	Yes	Yes	464,551	YES	39+2	D	NO
50	2008	GILLIG 40'	1	15GGD271281079604	2802	657172	Yes	Yes	15	750,000	Yes	Yes	464,551	YES	39+2	D	NO
51	2008	GILLIG 40'	1	15GGD271481079605	2803	652495	Yes	Yes	15	750,000	Yes	Yes	464,551	YES	39+2	D	NO
52	2008	GILLIG 40'	1	15GGD271681079606	2804	670864	Yes	Yes	15	750,000	Yes	Yes	464,551	YES	39+2	D	NO
53	2008	GILLIG 40'	1	15GGD271881079607	2805	657729	Yes	Yes	15	750,000	Yes	Yes	464,551	YES	39+2	D	NO
54	2008	GILLIG 40'	1	15GGD271X81079608	2806	663621	Yes	Yes	15	750,000	Yes	Yes	464,551	YES	39+2	D	NO
55	2008	GILLIG 40'	1	15GGD271181079609	2807	634568	Yes	Yes	15	750,000	Yes	Yes	464,551	YES	39+2	D	NO
56	2008	GILLIG 40'	1	15GGD271881079610	2808	666590	Yes	Yes	15	750,000	Yes	Yes	464,551	YES	39+2	D	NO
57	2008	GILLIG 40'	1	15GGD271X81079611	2809	646580	Yes	Yes	15	750,000	Yes	Yes	464,551	YES	39+2	D	NO
58	2008	GILLIG 40'	1	15GGD271181079612	2810	664081	Yes	Yes	15	750,000	Yes	Yes	464,551	YES	39+2	D	NO
59	2008	GILLIG 40'	1	15GGD271381079613	2811	648739	Yes	Yes	15	750,000	Yes	Yes	464,551	YES	39+2	D	NO
60	2008	GILLIG 40'	1	15GGD271581079614	2812	664868	Yes	Yes	15	750,000	Yes	Yes	464,551	YES	39+2	D	NO
61	2008	GILLIG 40'	1	15GGD271781079615	2813	646068	Yes	Yes	15	750,000	Yes	Yes	464,551	YES	39+2	D	NO

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Financial Needs of SGR (Yes/No)	Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
62	2008	GILLIG 40'	1	15GGD271981079616	2814	609388	Yes	Yes	15	750,000	Yes	Yes	464,551	YES	39+2	D	NO
63	2008	GILLIG HEV 40'	1	15GGD301081079617	8001	642635	Yes	Yes	15	750,000	Yes	Yes	677,997	YES	39+2	DE	NO
64	2008	GILLIG HEV 40'	1	15GGD301281079618	8002	660398	Yes	Yes	15	750,000	Yes	Yes	677,997	YES	39+2	DE	NO
65	2008	GILLIG HEV 40'	1	15GGD301481079619	8003	645718	Yes	Yes	15	750,000	Yes	Yes	677,997	YES	39+2	DE	NO
66	2008	GILLIG HEV 40'	1	15GGD301081079620	8004	621840	Yes	Yes	15	750,000	Yes	Yes	677,997	YES	39+2	DE	NO
67	2008	GILLIG HEV 40'	1	15GGD301281079621	8005	646470	Yes	Yes	15	750,000	Yes	Yes	677,997	YES	39+2	DE	NO
68	2008	GILLIG HEV 40'	1	15GGD301481079622	8006	656691	Yes	Yes	15	750,000	Yes	Yes	677,997	YES	39+2	DE	NO
69	2009	NEW FLYER 60'	5	5FYD4YS1X9B036418	2961	501221	Yes	Yes	15	750,000	Yes	Yes	807,796	YES	62+2	D	NO
70	2009	NEW FLYER 60'	5	5FYD4YS119B036419	2962	493515	Yes	Yes	15	750,000	Yes	Yes	793,705	YES	62+2	D	NO
71	2009	NEW FLYER 60'	5	5FYD4YS189B036420	2963	471713	Yes	Yes	15	750,000	Yes	Yes	807,796	YES	62+2	D	NO
72	2009	NEW FLYER 60'	5	5FYD4YS1X9B036421	2964	497728	Yes	Yes	15	750,000	Yes	Yes	807,796	YES	62+2	D	NO
73	2009	GILLIG 40'	1	15GGD271191176245	2901	621299	Yes	Yes	15	750,000	Yes	Yes	456,332	YES	39+2	D	NO
74	2009	GILLIG 40'	1	15GGD271391176246	2902	596085	Yes	Yes	15	750,000	Yes	Yes	456,332	YES	39+2	D	NO
75	2009	GILLIG 40'	1	15GGD271591176247	2903	631265	Yes	Yes	15	750,000	Yes	Yes	456,332	YES	39+2	D	NO
76	2009	GILLIG 40'	1	15GGD271791176248	2904	622608	Yes	Yes	15	750,000	Yes	Yes	456,332	YES	39+2	D	NO
77	2009	GILLIG 40'	1	15GGD271991176249	2905	603862	Yes	Yes	15	750,000	Yes	Yes	456,332	YES	39+2	D	NO
78	2009	GILLIG 40'	1	15GGD271591176250	2906	609568	Yes	Yes	15	750,000	Yes	Yes	456,332	YES	39+2	D	NO
79	2009	GILLIG 40'	1	15GGD271791176251	2907	616976	Yes	Yes	15	750,000	Yes	Yes	456,332	YES	39+2	D	NO
80	2009	GILLIG 40'	1	15GGD271991176252	2908	619116	Yes	Yes	15	750,000	Yes	Yes	456,332	YES	39+2	D	NO
81	2009	GILLIG 40'	1	15GGD271091176253	2909	605581	Yes	Yes	15	750,000	Yes	Yes	456,332	YES	39+2	D	NO
82	2009	GILLIG HEV 29'	4	15GGE301091091443	9031	194958	Yes	Yes	20	350,000	Yes	Yes	699,201	YES	26+2	DE	NO
83	2009	GILLIG HEV 29'	4	15GGE301291091444	9032	201880	Yes	Yes	20	350,000	Yes	Yes	699,201	YES	26+2	DE	NO
84	2009	GILLIG HEV 29'	4	15GGE301491091445	9033	192186	Yes	Yes	20	350,000	Yes	Yes	699,201	YES	26+2	DE	NO
Total					84	54,065,939								\$ 43,351,791			

Public Transportation Management System										I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.							
Owned Rolling Stock Inventory & Verification of Continued Use																	
Fleet - Fixed Route Page 2 of 2																	
Agency/Organization: Spokane Transit Authority																	
Reporting Year: 2022 (12/31/2021)																	
										Signature and Title				Date			
No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2010	GILLIG HEV 40'	1	15GGD3017A1176254	10701	588343	Yes	Yes	15	750,000	Yes	Yes	722,488	YES	39+2	DE	NO
2	2010	GILLIG HEV 40'	1	15GGD3019A1176255	10702	575974	Yes	Yes	15	750,000	Yes	Yes	722,488	YES	39+2	DE	NO
3	2010	GILLIG HEV 40'	1	15GGD3010A1176256	10703	592590	Yes	Yes	15	750,000	Yes	Yes	722,488	YES	39+2	DE	NO
4	2010	GILLIG HEV 40'	1	15GGD3012A1176257	10704	613047	Yes	Yes	15	750,000	Yes	Yes	722,488	YES	39+2	DE	NO
5	2010	GILLIG HEV 40'	1	15GGD3014A1176258	10705	581037	Yes	Yes	15	750,000	Yes	Yes	722,488	YES	39+2	DE	NO
6	2010	GILLIG HEV 40'	1	15GGD3016A1176259	10706	603136	Yes	Yes	15	750,000	Yes	Yes	722,488	YES	39+2	DE	NO
7	2010	GILLIG HEV 40'	1	15GGD3012A1176260	10707	591668	Yes	Yes	15	750,000	Yes	Yes	722,488	YES	39+2	DE	NO
8	2010	GILLIG HEV 40'	1	15GGD3014A1176261	10708	587591	Yes	Yes	15	750,000	Yes	Yes	722,488	YES	39+2	DE	NO
9	2010	GILLIG HEV 40'	1	15GGD3016A1176262	10709	576704	Yes	Yes	15	750,000	Yes	Yes	722,488	YES	39+2	DE	NO
10	2010	GILLIG HEV 40'	1	15GGD3018A1176263	10710	601951	Yes	Yes	15	750,000	Yes	Yes	722,488	YES	39+2	DE	NO
11	2012	GILLIG HEV 40'	1	15GGD3018C1180543	12701	428831	Yes	Yes	15	750,000	Yes	Yes	718,529	YES	39+2	DE	NO
12	2012	GILLIG HEV 40'	1	15GGD301XC1180544	12702	463340	Yes	Yes	15	750,000	Yes	Yes	718,529	YES	39+2	DE	NO
13	2012	GILLIG HEV 40'	1	15GGD3011C1180545	12703	436986	Yes	Yes	15	750,000	Yes	Yes	718,529	YES	39+2	DE	NO
14	2012	GILLIG HEV 40'	1	15GGD3013C1180546	12704	421134	Yes	Yes	15	750,000	Yes	Yes	726,084	YES	39+2	DE	NO
15	2012	GILLIG HEV 40'	1	15GGD3015C1180547	12705	463493	Yes	Yes	15	750,000	Yes	Yes	726,084	YES	39+2	DE	NO
16	2012	GILLIG HEV 40'	1	15GGD3017C1180548	12706	455117	Yes	Yes	15	750,000	Yes	Yes	726,084	YES	39+2	DE	NO
17	2014	GILLIG 40'	1	15GGD271XE1183561	1401	351125	Yes	Yes	15	750,000	Yes	Yes	459,823	YES	39+2	D	NO
18	2014	GILLIG 40'	1	15GGD2711E1183562	1402	394513	Yes	Yes	15	750,000	Yes	Yes	459,823	YES	39+2	D	NO
19	2014	GILLIG 40'	1	15GGD2713E1183563	1403	395019	Yes	Yes	15	750,000	Yes	Yes	459,823	YES	39+2	D	NO
20	2014	GILLIG 40'	1	15GGD2715E1183564	1404	404956	Yes	Yes	15	750,000	Yes	Yes	459,823	YES	39+2	D	NO
21	2014	GILLIG 40'	1	15GGD2717E1183565	1405	401962	Yes	Yes	15	750,000	Yes	Yes	459,823	YES	39+2	D	NO
22	2014	GILLIG 40'	1	15GGD2719E1183566	1406	395225	Yes	Yes	15	750,000	Yes	Yes	459,167	YES	39+2	D	NO
23	2014	GILLIG 40'	1	15GGD2710E1183567	1407	393494	Yes	Yes	15	750,000	Yes	Yes	459,167	YES	39+2	D	NO
24	2014	GILLIG 40'	1	15GGD2712E1183568	1408	406152	Yes	Yes	15	750,000	Yes	Yes	459,167	YES	39+2	D	NO
25	2016	GILLIG 40'	1	15GGD2715G1187083	1601	265769	Yes	Yes	15	750,000	Yes	Yes	434,617	YES	39+2	D	NO
26	2016	GILLIG 40'	1	15GGD2717G1187084	1602	254449	Yes	Yes	15	750,000	Yes	Yes	434,617	YES	39+2	D	NO
27	2016	GILLIG 40'	1	15GGD2719G1187085	1603	263357	Yes	Yes	15	750,000	Yes	Yes	434,617	YES	39+2	D	NO
28	2016	GILLIG 40'	1	15GGD2710G1187086	1604	247678	Yes	Yes	15	750,000	Yes	Yes	434,617	YES	39+2	D	NO
29	2016	GILLIG 40'	1	15GGD2712G1187087	1605	263079	Yes	Yes	15	750,000	Yes	Yes	434,617	YES	39+2	D	NO
30	2016	GILLIG 40'	1	15GGD2714G1187088	1606	264979	Yes	Yes	15	750,000	Yes	Yes	434,617	YES	39+2	D	NO
31	2016	GILLIG 40'	1	15GGD2716G1187089	1607	274143	Yes	Yes	15	750,000	Yes	Yes	434,617	YES	39+2	D	NO
32	2017	NEW FLYER 60'	5	5FYD8YU18HC051154	1761	212539	Yes	Yes	15	750,000	Yes	Yes	823,111	YES	62+2	D	NO
33	2017	NEW FLYER 60'	5	5FYD8YU1XHC051155	1762	204167	Yes	Yes	15	750,000	Yes	Yes	823,111	YES	62+2	D	NO
34	2017	NEW FLYER 60'	5	5FYD8YU11HC051156	1763	196164	Yes	Yes	15	750,000	Yes	Yes	823,111	YES	62+2	D	NO
35	2017	GILLIG 40'	1	15GGD2710H3188311	1801	198474	Yes	Yes	15	750,000	Yes	Yes	505,751	YES	39+2	D	NO
36	2017	GILLIG 40'	1	15GGD2712H3188312	1802	208899	Yes	Yes	15	750,000	Yes	Yes	505,751	YES	39+2	D	NO
37	2017	GILLIG 40'	1	15GGD2714H3188313	1803	204730	Yes	Yes	15	750,000	Yes	Yes	505,751	YES	39+2	D	NO
38	2017	GILLIG 40'	1	15GGD2716H3188314	1804	211203	Yes	Yes	15	750,000	Yes	Yes	505,751	YES	39+2	D	NO
39	2017	GILLIG 40'	1	15GGD2718H3188315	1805	215031	Yes	Yes	15	750,000	Yes	Yes	505,751	YES	39+2	D	NO
40	2017	GILLIG 40'	1	15GGD271XH3188316	1806	204179	Yes	Yes	15	750,000	Yes	Yes	505,751	YES	39+2	D	NO
41	2018	NEW FLYER 60'	5	5FYD8YU11JB052853	1861	167828	Yes	Yes	15	750,000	Yes	Yes	845,976	YES	62+2	D	NO
42	2018	NEW FLYER 60'	5	5FYD8YU13JB052854	1862	153209	Yes	Yes	15	750,000	Yes	Yes	845,976	YES	62+2	D	NO
43	2018	NEW FLYER 60'	5	5FYD8YU15JB052855	1863	171805	Yes	Yes	15	750,000	Yes	Yes	845,976	YES	62+2	D	NO
44	2018	NEW FLYER 60'	5	5FYD8YU17JB052856	1864	171705	Yes	Yes	15	750,000	Yes	Yes	845,976	YES	62+2	D	NO
45	2018	NEW FLYER 60'	5	5FYD8YU19JB052857	1865	174157	Yes	Yes	15	750,000	Yes	Yes	845,976	YES	62+2	D	NO
46	2018	NEW FLYER 60'	5	5FYD8YU10JB052858	1866	174819	Yes	Yes	15	750,000	Yes	Yes	845,976	YES	62+2	D	NO
47	2018	NEW FLYER 60'	5	5FYD8YU12JB052859	1867	185656	Yes	Yes	15	750,000	Yes	Yes	845,976	YES	62+2	D	NO
48	2019	GILLIG 40'	1	15GGD2717K3192931	1901	117597	Yes	Yes	15	750,000	Yes	Yes	534,350	YES	39+2	D	NO
49	2019	GILLIG 40'	1	15GGD2719K3192932	1902	120098	Yes	Yes	15	750,000	Yes	Yes	534,350	YES	39+2	D	NO
50	2019	GILLIG 40'	1	15GGD2710K3192933	1903	129609	Yes	Yes	15	750,000	Yes	Yes	534,350	YES	39+2	D	NO
51	2019	GILLIG 40'	1	15GGD2712K3192934	1904	125983	Yes	Yes	15	750,000	Yes	Yes	534,350	YES	39+2	D	NO
52	2019	GILLIG 40'	1	15GGD2714K3192935	1905	115025	Yes	Yes	15	750,000	Yes	Yes	534,350	YES	39+2	D	NO
53	2019	GILLIG 40'	1	15GGD2716K3192936	1906	124073	Yes	Yes	15	750,000	Yes	Yes	534,350	YES	39+2	D	NO
54	2021	GILLIG 40'	1	15GGD2712M3195822	2101	33147	Yes	Yes	15	750,000	Yes	Yes	534,355	YES	37+2	D	NO
55	2021	GILLIG 40'	1	15GGD2714M3195823	2102	26776	Yes	Yes	15	750,000	Yes	Yes	534,355	YES	37+2	D	NO
56	2021	GILLIG 40'	1	15GGD2716M3195824	2103	34282	Yes	Yes	15	750,000	Yes	Yes	534,355	YES	37+2	D	NO

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
57	2021	GILLIG 40'	1	15GGD2718M3195825	2104	40241	Yes	Yes	15	750,000	Yes	Yes	534,355	YES	37+2	D	NO
58	2021	GILLIG 40'	1	15GGD271XM3195826	2105	41134	Yes	Yes	15	750,000	Yes	Yes	534,355	YES	37+2	D	NO
59	2021	GILLIG 40'	1	15GGD2711M3195827	2106	41579	Yes	Yes	15	750,000	Yes	Yes	534,355	YES	37+2	D	NO
60	2021	GILLIG 40'	1	15GGD2713M3195828	2107	39263	Yes	Yes	15	750,000	Yes	Yes	534,355	YES	37+2	D	NO
61	2021	GILLIG 40'	1	15GGD2715M3195829	2108	39914	Yes	Yes	15	750,000	Yes	Yes	534,355	YES	37+2	D	NO
62	2021	GILLIG 40'	1	15GGD2711M3195830	2109	25137	Yes	Yes	15	750,000	Yes	Yes	535,188	YES	37+2	D	NO
63	2021	GILLIG 40'	1	15GGD2713M3195831	2110	37773	Yes	Yes	15	750,000	Yes	Yes	535,188	YES	37+2	D	NO
64	2021	GILLIG 40'	1	15GGD2715M3195832	2111	42246	Yes	Yes	15	750,000	Yes	Yes	535,188	YES	37+2	D	NO
65	2021	GILLIG 40'	1	15GGD2717M3195833	2112	23629	Yes	Yes	15	750,000	Yes	Yes	535,188	YES	37+2	D	NO
66	2021	GILLIG 40'	1	15GGD2719M3195834	2113	37470	Yes	Yes	15	750,000	Yes	Yes	535,188	YES	37+2	D	NO
67	2021	GILLIG 40'	1	15GGD2710M3195835	2114	34301	Yes	Yes	15	750,000	Yes	Yes	535,188	YES	37+2	D	NO
68	2021	GILLIG 40'	1	15GGD2712M3195836	2115	34327	Yes	Yes	15	750,000	Yes	Yes	535,188	YES	37+2	D	NO
69	2021	GILLIG 40'	1	15GGD2714M3195837	2116	37188	Yes	Yes	15	750,000	Yes	Yes	535,188	YES	37+2	D	NO
70	2021	NEW FLYER 40' BEB	1	5FYB8FJ17MB075445	E4001	6094	Yes	Yes	15	750,000	Yes	Yes	949,065	YES	39+2	E	NO
71	2021	NEW FLYER 40' BEB	1	5FYB8FJ19MB075446	E4002	6547	Yes	Yes	15	750,000	Yes	Yes	949,065	YES	39+2	E	NO
72	2021	PROTERRA 40' BEB	1	7JZTH13J4ML000444	E4003	952	Yes	Yes	15	750,000	Yes	Yes	923,176	YES	40+2	E	NO
73	2021	PROTERRA 40' BEB	1	7JZTH13J6ML000445	E4004	586	Yes	Yes	15	750,000	Yes	Yes	924,001	YES	40+2	E	NO
74	2021	NEW FLYER 60' BEB	5	5FYB8YJ17MB075361	E6001	937	Yes	Yes	15	750,000	Yes	Yes	1,324,755	YES	41+2	E	NO
75	2021	NEW FLYER 60' BEB	5	5FYB8YJ19MB075362	E6002	727	Yes	Yes	15	750,000	Yes	Yes	1,324,754	YES	41+2	E	NO
76	2021	NEW FLYER 60' BEB	5	5FYB8YJ10MB075363	E6003	711	Yes	Yes	15	750,000	Yes	Yes	1,324,754	YES	41+2	E	NO
77	2021	NEW FLYER 60' BEB	5	5FYB8YJ12MB075364	E6004	775	Yes	Yes	15	750,000	Yes	Yes	1,324,754	YES	41+2	E	NO
78	2021	NEW FLYER 60' BEB	5	5FYB8YJ14MB075365	E6005	533	Yes	Yes	15	750,000	Yes	Yes	1,324,754	YES	41+2	E	NO
79	2021	NEW FLYER 60' BEB	5	5FYB8YJ16MB075366	E6006	450	Yes	Yes	15	750,000	Yes	Yes	1,324,754	YES	41+2	E	NO
80	2021	NEW FLYER 60' BEB	5	5FYB8YJ18MB075367	E6007	499	Yes	Yes	15	750,000	Yes	Yes	1,324,754	YES	41+2	E	NO
81	2021	NEW FLYER 60' BEB	5	5FYB8YJ1XMB075368	E6008	770	Yes	Yes	15	750,000	Yes	Yes	1,324,754	YES	41+2	E	NO
82	2021	NEW FLYER 60' BEB	5	5FYB8YJ11MB075369	E6009	452	Yes	Yes	15	750,000	Yes	Yes	1,324,754	YES	41+2	E	NO
83	2021	NEW FLYER 60' BEB	5	5FYB8YJ18MB075370	E6010	519	Yes	Yes	15	750,000	Yes	Yes	1,324,754	YES	41+2	E	NO
Total					83	17,343,789							\$ 32,909,427				

SECTION 1A: ROLLING STOCK – FIXED ROUTE VEHICLE DECISION SUPPORT CALCULATIONS

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Figure 1: Sample SGR Financial Needs Worksheet

Fixed Route Fleet Methodology - Projected Vehicle Service Life Maintenance Cost - (Financial Needs of SGR)

"maintenance cost per year" equals "total P+L 12/31/16" divided by the "age of vet (yrs.)". Age of vehicle is calculated to 12/31/2016.				"Projected P&L in 15 yr. life" equals current "maintenance cost per year" multiplied by a 15 year service life.			
		in service date	reporting date	Replacement year			
		2/1/2003	12/31/2016	12/31/2018 2/1/2003 = 15.92 Service life			
2301	age of vet (yrs.)		13.9	Projected P& L in 15 yr. life	End of life %		
vet #	total P+ L 12/31/16	vet cost 2/1/03	maintenance cost per year				
2301	\$199,509	\$273,315	\$14,329.16	\$214,937	79%		
2302	\$201,500	\$273,315	\$14,472.16	\$217,082	79%		
2303	\$186,400	\$273,315	\$13,387.64	\$200,815	73%		
2304	\$197,700	\$273,315	\$14,199.23	\$212,988	78%		
2305	\$196,500	\$273,315	\$14,113.05	\$211,696	77%		
2306	\$198,750	\$273,315	\$14,274.65	\$214,120	78%		
2307	\$180,700	\$273,315	\$12,978.26	\$194,674	71%		
2308	\$216,000	\$273,315	\$15,513.58	\$232,704	85%		
2309	\$179,700	\$273,315	\$12,906.43	\$193,597	71%		
2310	\$224,900	\$273,315	\$16,152.79	\$242,292	89%		
2311	\$172,350	\$273,315	\$12,378.54	\$185,678	68%		
2312	\$212,500	\$273,315	\$15,262.20	\$228,933	84%		
2313	\$193,000	\$273,315	\$13,861.67	\$207,925	76%		
				\$2,757,440	\$212,111	78%	Avg. P& L cost
				13			
Total P+ L (Parts + Labor) equals all consumed from the "in service date" of "2/1/03" to the "reporting date" of "12/31/16".							
		date	reporting date	Replacement year			
		8/1/2003	12/31/2016	12/31/2019 8/1/2003 = 16.43 Service life			
2331	age of vet (yrs.)		13.4	Projected P& L in 15 yr. life	End of life %		
vet #	total P+ L 12/31/16	vet cost 8/1/03	maintenance cost per year				
2333	\$122,000	\$256,000	\$9,085.90	\$136,289	53%		
2335	\$127,300	\$256,000	\$9,480.62	\$142,209	56%		
2336	\$111,300	\$256,000	\$8,289.02	\$124,335	49%		
				\$402,833	\$134,278	52%	Avg. P& L cost
				3			

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	Vehicle Model Year	12/31/2020 Total Parts & Labor	Vehicle Purchase Price	12/31/2021 Avg. Total Parts & Labor	2020 LTD Plus 2021 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
1	2333	\$162,425	\$256,000	\$10,462	\$172,886	68%	Yes
2	2335	\$181,230	\$256,000	\$10,462	\$191,692	75%	Yes
3	2336	\$153,795	\$256,000	\$10,462	\$164,256	64%	Yes
4	2501	\$210,740	\$269,000	\$7,037	\$217,776	81%	Auc. Jun '21
5	2502	\$190,080	\$269,000	\$7,037	\$197,116	73%	Auc. Jun '21
6	2503	\$194,820	\$269,000	\$7,037	\$201,857	75%	Auc. Jun '21
7	2504	\$216,734	\$269,000	\$7,037	\$223,770	83%	Auc. Jun '21
8	2505	\$210,349	\$269,000	\$7,037	\$217,386	81%	Auc. Jun '21
9	2506	\$185,847	\$269,000	\$7,037	\$192,883	72%	Auc. Jun '21
10	2507	\$205,352	\$269,000	\$7,037	\$212,388	79%	Auc. Jun '21
11	2508	\$203,923	\$269,000	\$7,037	\$210,960	78%	Auc. Jun '21
12	2509	\$195,122	\$269,000	\$7,037	\$202,158	75%	Auc. Jun '21
13	2510	\$219,832	\$269,000	\$7,037	\$226,868	84%	Auc. Jun '21
14	2601	\$258,864	\$299,400	\$7,885	\$266,749	89%	Conting.
15	2602	\$230,467	\$299,400	\$19,470	\$249,937	83%	No
16	2603	\$228,292	\$299,400	\$19,470	\$247,763	83%	No
17	2604	\$243,698	\$299,400	\$7,885	\$251,583	84%	Conting.
18	2605	\$213,035	\$299,400	\$19,470	\$232,505	78%	Yes
19	2606	\$246,518	\$299,400	\$7,885	\$254,402	85%	Conting.
20	2607	\$218,006	\$299,400	\$19,470	\$237,476	79%	Yes
21	2608	\$255,025	\$299,400	\$7,885	\$262,909	88%	Conting.
22	2609	\$232,510	\$299,400	\$19,470	\$251,980	84%	No
23	2610	\$241,621	\$299,400	\$7,885	\$249,506	83%	Conting.
24	2611	\$226,783	\$299,400	\$19,470	\$246,254	82%	No
25	2612	\$225,118	\$299,400	\$19,470	\$244,588	82%	No
26	2613	\$237,458	\$299,400	\$19,470	\$256,928	86%	No
27	2614	\$244,463	\$299,400	\$7,885	\$252,347	84%	Conting.
28	2615	\$240,517	\$299,400	\$19,470	\$259,987	87%	No
29	2616	\$231,641	\$299,400	\$19,470	\$251,112	84%	No
30	2617	\$237,922	\$299,400	\$19,470	\$257,392	86%	No
31	2618	\$239,612	\$299,400	\$19,470	\$259,083	87%	No
32	2619	\$236,533	\$299,400	\$19,470	\$256,003	86%	No
33	2661	\$263,863	\$499,873	\$29,787	\$293,651	59%	Yes
34	2662	\$284,434	\$499,873	\$29,787	\$314,222	63%	Yes
35	2663	\$255,936	\$499,873	\$29,787	\$285,723	57%	Yes
36	2664	\$299,598	\$499,873	\$29,787	\$329,386	66%	Yes
37	2665	\$274,771	\$499,873	\$29,787	\$304,558	61%	Yes
38	2666	\$273,404	\$499,873	\$29,787	\$303,191	61%	Yes

Auc. Jun '21: These coaches were utilized in revenue service up to June 2021 when they were disposed of via auction.

Conting.: These coaches were put into an emergency contingency fleet in June 2021.

	Vehicle Model Year	12/31/2020 Total Parts & Labor	Vehicle Purchase Price	12/31/2021 Avg. Total Parts & Labor	2020 LTD Plus 2021 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
39	2701	\$168,333	\$325,000	\$19,586	\$187,918	58%	Yes
40	2702	\$176,885	\$325,000	\$19,586	\$196,471	60%	Yes
41	2703	\$177,978	\$325,000	\$19,586	\$197,563	61%	Yes
42	2704	\$278,385	\$332,400	\$25,671	\$304,056	91%	No
43	2705	\$227,755	\$332,400	\$25,671	\$253,426	76%	Yes
44	2706	\$236,211	\$332,400	\$25,671	\$261,882	79%	Yes
45	2707	\$245,834	\$332,400	\$25,671	\$271,505	82%	No
46	2708	\$243,491	\$332,400	\$25,671	\$269,162	81%	No
47	2709	\$264,076	\$332,400	\$25,671	\$289,747	87%	No
48	2710	\$230,070	\$332,400	\$25,671	\$255,741	77%	Yes
49	2711	\$237,641	\$332,400	\$25,671	\$263,312	79%	Yes
50	2712	\$223,011	\$332,400	\$25,671	\$248,682	75%	Yes
51	2713	\$226,801	\$332,400	\$25,671	\$252,472	76%	Yes
52	2714	\$239,147	\$332,400	\$25,671	\$264,818	80%	Yes
53	2715	\$239,715	\$332,400	\$25,671	\$265,386	80%	Yes
54	2716	\$253,668	\$332,400	\$25,671	\$279,339	84%	No
55	2717	\$239,675	\$332,400	\$25,671	\$265,346	80%	Yes
56	7001	\$191,814	\$539,000	\$21,044	\$212,857	39%	Yes
57	7002	\$221,292	\$539,000	\$21,044	\$242,336	45%	Yes
58	7003	\$206,684	\$539,000	\$21,044	\$227,728	42%	Yes
59	2801	\$202,807	\$346,400	\$22,891	\$225,697	65%	Yes
60	2802	\$214,863	\$346,400	\$22,891	\$237,754	69%	Yes
61	2803	\$223,440	\$346,400	\$22,891	\$246,331	71%	Yes
62	2804	\$220,811	\$346,400	\$22,891	\$243,702	70%	Yes
63	2805	\$239,621	\$346,400	\$22,891	\$262,512	76%	Yes
64	2806	\$230,530	\$346,400	\$22,891	\$253,421	73%	Yes
65	2807	\$228,512	\$346,400	\$22,891	\$251,403	73%	Yes
66	2808	\$255,475	\$346,400	\$22,891	\$278,366	80%	Yes
67	2809	\$230,284	\$346,400	\$22,891	\$253,175	73%	Yes
68	2810	\$216,331	\$346,400	\$22,891	\$239,222	69%	Yes
69	2811	\$226,915	\$346,400	\$22,891	\$249,806	72%	Yes
70	2812	\$243,299	\$346,400	\$22,891	\$266,190	77%	Yes
71	2813	\$220,929	\$346,400	\$22,891	\$243,820	70%	Yes
72	2814	\$220,905	\$346,400	\$22,891	\$243,796	70%	Yes
73	8001	\$197,488	\$506,000	\$30,098	\$227,586	45%	Yes
74	8002	\$188,485	\$506,000	\$30,098	\$218,583	43%	Yes
75	8003	\$190,823	\$506,000	\$30,098	\$220,921	44%	Yes
76	8004	\$239,652	\$506,000	\$30,098	\$269,750	53%	Yes
77	8005	\$193,550	\$506,000	\$30,098	\$223,648	44%	Yes
78	8006	\$192,638	\$506,000	\$30,098	\$222,736	44%	Yes

	Vehicle Model Year	12/31/2020 Total Parts & Labor	Vehicle Purchase Price	12/31/2021 Avg. Total Parts & Labor	2020 LTD Plus 2021 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
79	2961	\$196,024	\$592,000	\$36,746	\$232,770	39%	Yes
80	2962	\$211,635	\$592,000	\$36,746	\$248,381	42%	Yes
81	2963	\$229,358	\$592,000	\$36,746	\$266,104	45%	Yes
82	2964	\$203,088	\$592,000	\$36,746	\$239,834	41%	Yes
83	2901	\$222,480	\$329,000	\$21,991	\$244,470	74%	Yes
84	2902	\$183,985	\$329,000	\$21,991	\$205,976	63%	Yes
85	2903	\$210,835	\$329,000	\$21,991	\$232,826	71%	Yes
86	2904	\$191,545	\$329,000	\$21,991	\$213,536	65%	Yes
87	2905	\$224,321	\$329,000	\$21,991	\$246,312	75%	Yes
88	2906	\$222,180	\$329,000	\$21,991	\$244,171	74%	Yes
89	2907	\$210,752	\$329,000	\$21,991	\$232,743	71%	Yes
90	2908	\$215,104	\$329,000	\$21,991	\$237,095	72%	Yes
91	2909	\$211,406	\$329,000	\$21,991	\$233,397	71%	Yes
92	9031	\$82,378	\$520,000	\$11,504	\$93,882	18%	Yes
93	9032	\$76,233	\$520,000	\$11,504	\$87,737	17%	Yes
94	9033	\$79,223	\$520,000	\$11,504	\$90,727	17%	Yes
95	10701	\$156,640	\$533,200	\$22,060	\$178,699	34%	Yes
96	10702	\$168,530	\$533,200	\$22,060	\$190,590	36%	Yes
97	10703	\$162,831	\$533,200	\$22,060	\$184,891	35%	Yes
98	10704	\$156,073	\$533,200	\$22,060	\$178,133	33%	Yes
99	10705	\$136,376	\$533,200	\$22,060	\$158,436	30%	Yes
100	10706	\$151,618	\$533,200	\$22,060	\$173,678	33%	Yes
101	10707	\$149,443	\$533,200	\$22,060	\$171,503	32%	Yes
102	10708	\$160,846	\$533,200	\$22,060	\$182,906	34%	Yes
103	10709	\$152,144	\$533,200	\$22,060	\$174,204	33%	Yes
104	10710	\$98,807	\$533,200	\$22,060	\$120,867	23%	Yes
105	12701	\$123,890	\$571,300	\$17,715	\$141,605	25%	Yes
106	12702	\$122,605	\$571,300	\$17,715	\$140,320	25%	Yes
107	12703	\$127,294	\$571,300	\$17,715	\$145,009	25%	Yes
108	12704	\$149,049	\$558,000	\$17,715	\$166,764	30%	Yes
109	12705	\$122,180	\$558,000	\$17,715	\$139,895	25%	Yes
110	12706	\$118,830	\$558,000	\$17,715	\$136,545	24%	Yes
111	1401	\$142,113	\$378,000	\$29,418	\$171,532	45%	Yes
112	1402	\$91,577	\$378,000	\$29,418	\$120,995	32%	Yes
113	1403	\$85,566	\$378,000	\$29,418	\$114,984	30%	Yes
114	1404	\$95,094	\$378,000	\$29,418	\$124,512	33%	Yes
115	1405	\$82,353	\$378,000	\$29,418	\$111,771	30%	Yes
116	1406	\$106,770	\$378,000	\$29,418	\$136,188	36%	Yes
117	1407	\$103,424	\$378,000	\$29,418	\$132,842	35%	Yes
118	1408	\$98,973	\$378,000	\$29,418	\$128,391	34%	Yes

	Vehicle Model Year	12/31/2020 Total Parts & Labor	Vehicle Purchase Price	12/31/2021 Avg. Total Parts & Labor	2020 LTD Plus 2021 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
119	1601	\$49,016	\$435,052	\$18,791	\$67,807	16%	Yes
120	1602	\$46,975	\$435,052	\$18,791	\$65,766	15%	Yes
121	1603	\$49,958	\$435,052	\$18,791	\$68,749	16%	Yes
122	1604	\$44,106	\$435,052	\$18,791	\$62,897	14%	Yes
123	1605	\$49,413	\$435,052	\$18,791	\$68,204	16%	Yes
124	1606	\$48,205	\$435,052	\$18,791	\$66,996	15%	Yes
125	1607	\$46,085	\$435,052	\$18,791	\$64,876	15%	Yes
126	1761	\$37,479	\$758,868	\$20,490	\$57,969	8%	Yes
127	1762	\$40,772	\$758,868	\$20,490	\$61,262	8%	Yes
128	1763	\$37,202	\$758,868	\$20,490	\$57,692	8%	Yes
129	1801	\$31,586	\$431,355	\$14,895	\$46,481	11%	Yes
130	1802	\$29,249	\$431,355	\$14,895	\$44,144	10%	Yes
131	1803	\$29,311	\$431,355	\$14,895	\$44,206	10%	Yes
132	1804	\$27,660	\$431,355	\$14,895	\$42,555	10%	Yes
133	1805	\$30,444	\$431,355	\$14,895	\$45,339	11%	Yes
134	1806	\$30,978	\$431,355	\$14,895	\$45,873	11%	Yes
135	1861	\$29,007	\$762,000	\$20,466	\$49,473	6%	Yes
136	1862	\$27,782	\$762,000	\$20,466	\$48,248	6%	Yes
137	1863	\$31,056	\$762,000	\$20,466	\$51,522	7%	Yes
138	1864	\$31,136	\$762,000	\$20,466	\$51,602	7%	Yes
139	1865	\$28,639	\$762,000	\$20,466	\$49,105	6%	Yes
140	1866	\$32,031	\$762,000	\$20,466	\$52,497	7%	Yes
141	1867	\$29,701	\$762,000	\$20,466	\$50,167	7%	Yes
142	1901	\$16,378	\$509,925	\$11,801	\$28,179	6%	Yes
143	1902	\$16,378	\$509,925	\$11,801	\$28,179	6%	Yes
144	1903	\$16,378	\$509,925	\$11,801	\$28,179	6%	Yes
145	1904	\$16,378	\$509,925	\$11,801	\$28,179	6%	Yes
146	1905	\$16,378	\$509,925	\$11,801	\$28,179	6%	Yes
147	1906	\$16,378	\$509,925	\$11,801	\$28,179	6%	Yes
148	2101	\$0	\$534,355	\$8,424	\$8,424	2%	Yes
149	2102	\$0	\$534,355	\$5,485	\$5,485	1%	Yes
150	2103	\$0	\$534,355	\$5,573	\$5,573	1%	Yes
151	2104	\$0	\$534,355	\$6,479	\$6,479	1%	Yes
152	2105	\$0	\$534,355	\$5,649	\$5,649	1%	Yes
153	2106	\$0	\$534,355	\$9,408	\$9,408	2%	Yes
154	2107	\$0	\$534,355	\$9,830	\$9,830	2%	Yes
155	2108	\$0	\$534,355	\$13,338	\$13,338	2%	Yes
156	2109	\$0	\$534,355	\$9,208	\$9,208	2%	Yes
157	2110	\$0	\$534,355	\$4,476	\$4,476	1%	Yes
158	2111	\$0	\$534,355	\$8,655	\$8,655	2%	Yes
159	2112	\$0	\$534,355	\$4,004	\$4,004	1%	Yes
160	2113	\$0	\$534,355	\$8,358	\$8,358	2%	Yes

	Vehicle Model Year	12/31/2020 Total Parts & Labor	Vehicle Purchase Price	12/31/2021 Avg. Total Parts & Labor	2020 LTD Plus 2021 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
161	2114	\$0	\$534,355	\$6,325	\$6,325	1%	Yes
162	2115	\$0	\$534,355	\$6,544	\$6,544	1%	Yes
163	2116	\$0	\$534,355	\$5,193	\$5,193	1%	Yes
164	E4001	\$0	\$949,065	\$1,620	\$1,620	0%	Yes
165	E4002	\$0	\$949,065	\$902	\$902	0%	Yes
166	E4003	\$0	\$923,176	\$0	\$0	0%	Not in Service
167	E4004	\$0	\$923,176	\$0	\$0	0%	Not in Service
168	E6001	\$0	\$1,323,263	\$0	\$0	0%	Not in Service
169	E6002	\$0	\$1,323,263	\$27	\$27	0%	Not in Service
170	E6003	\$0	\$1,323,263	\$0	\$0	0%	Not in Service
171	E6004	\$0	\$1,323,263	\$0	\$0	0%	Not in Service
172	E6005	\$0	\$1,323,263	\$0	\$0	0%	Not in Service
173	E6006	\$0	\$1,323,263	\$0	\$0	0%	Not in Service
174	E6007	\$0	\$1,323,263	\$0	\$0	0%	Not in Service
175	E6008	\$0	\$1,323,263	\$0	\$0	0%	Not in Service
176	E6009	\$0	\$1,323,263	\$0	\$0	0%	Not in Service
177	E6010	\$0	\$1,323,263	\$0	\$0	0%	Not in Service

Not in Service: During calendar year 2021, these coaches were on property but not in revenue service. Coaches E4003 and E4004 were not put into revenue service until 05/09/2022 due to PDI (post delivery inspections) and driver training.

Coaches E6001-E6010 will not be put into revenue service until July 2023. Driver training, route testing, charger training, and required maintenance have been and are being performed prior to going into service.

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SECTION 1A: ROLLING STOCK - FIXED ROUTE VEHICLE SCORECARD

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	Vehicle model year	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
1	2333	Yes	Yes	18	Y	455,280	N	3	361 - "22"
2	2335	Yes	Yes	18	Y	463,637	N	3	361 - "22"
3	2336	Yes	Yes	18	Y	474,330	N	3	361 - "22"
4	2501	Yes	No	16	N	692,191	Y	3	483 - "21" Auc.
5	2502	Yes	Yes	16	N	653,091	Y	3	483 - "21" Auc.
6	2503	Yes	Yes	16	N	683,332	Y	3	483 - "21" Auc.
7	2504	Yes	No	16	N	673,829	Y	1	483 - "21" Auc.
8	2505	Yes	No	16	N	688,474	Y	1	483 - "21" Auc.
9	2506	Yes	Yes	16	N	678,896	Y	3	483 - "21" Auc.
10	2507	Yes	Yes	16	N	675,351	Y	3	483 - "21" Auc.
11	2508	Yes	Yes	16	N	640,198	Y	3	483 - "21" Auc.
12	2509	Yes	Yes	16	N	682,248	Y	3	483 - "21" Auc.
13	2510	Yes	No	16	N	670,709	Y	1	483 - "21" Auc.
14	2601	Yes	No	15	Y	736,832	Y	3	483-"21" Cont.
15	2602	Yes	No	15	Y	760,700	N	1	568 - "21"
16	2603	Yes	No	15	Y	776,970	N	1	568 - "21"
17	2604	Yes	No	15	Y	760,802	N	1	483-"21" Cont.
18	2605	Yes	Yes	15	Y	797,651	N	3	568 - "21"
19	2606	Yes	No	15	Y	765,793	N	1	483-"21" Cont.
20	2607	Yes	Yes	15	Y	806,325	N	3	568 - "21"
21	2608	Yes	No	15	Y	732,306	Y	3	483-"21" Cont.
22	2609	Yes	No	15	Y	766,789	N	1	490 - "22"
23	2610	Yes	No	15	Y	717,882	Y	3	483-"21" Cont.
24	2611	Yes	No	15	Y	771,352	N	1	490 - "22"
25	2612	Yes	No	15	Y	774,273	N	1	490 - "22"
26	2613	Yes	No	15	Y	759,619	N	1	490 - "22"
27	2614	Yes	No	15	Y	735,885	Y	3	483-"21" Cont.
28	2615	Yes	No	15	Y	772,020	N	1	490 - "22"
29	2616	Yes	No	15	Y	774,349	N	1	490 - "22"
30	2617	Yes	No	15	Y	788,650	N	1	490 - "22"
31	2618	Yes	No	15	Y	785,301	N	1	490 - "22"
32	2619	Yes	No	15	Y	772,873	N	1	490 - "22"
33	2661	Yes	Yes	15	Y	560,604	Y	5	836 - "22"
34	2662	Yes	Yes	15	Y	574,967	Y	5	836 - "22"
35	2663	Yes	Yes	15	Y	582,233	Y	5	836 - "22"
36	2664	Yes	Yes	15	Y	565,902	Y	5	836 - "22"
37	2665	Yes	Yes	15	Y	566,973	Y	5	836 - "22"
38	2666	Yes	Yes	15	Y	566,595	Y	5	836 - "22"
39	2701	Yes	Yes	14	Y	610,582	Y	5	568 - "22"
40	2702	Yes	Yes	14	Y	612,891	Y	5	568 - "22"

CIP numbers associated with coaches are subject to change due to replacement decisions that may occur prior to scheduled replacement.

2021 F/R Coach Score Cards

	Vehicle model year	Is the Vehicle Safe? (Yes/No	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
41	2703	Yes	Yes	14	Y	603,948	Y	5	568 - "22"
42	2704	Yes	No	14	Y	709,428	Y	3	490 - "22"
43	2705	Yes	Yes	14	Y	702,588	Y	5	568 - "22"
44	2706	Yes	Yes	14	Y	701,484	Y	5	568 - "22"
45	2707	Yes	No	14	Y	702,402	Y	3	568 - "22"
46	2708	Yes	No	14	Y	697,807	Y	3	486 - "23"
47	2709	Yes	No	14	Y	691,179	Y	3	486 - "23"
48	2710	Yes	Yes	14	Y	688,102	Y	5	486 - "23"
49	2711	Yes	Yes	14	Y	684,291	Y	5	486 - "23"
50	2712	Yes	Yes	14	Y	691,789	Y	5	486 - "23"
51	2713	Yes	Yes	14	Y	718,226	Y	5	486 - "23"
52	2714	Yes	Yes	14	Y	709,827	Y	5	486 - "23"
53	2715	Yes	Yes	14	Y	688,353	Y	5	486 - "23"
54	2716	Yes	No	14	Y	686,393	Y	3	486 - "23"
55	2717	Yes	Yes	14	Y	683,205	Y	5	486 - "23"
56	7001	Yes	Yes	14	Y	679,089	Y	5	533- "23"
57	7002	Yes	Yes	14	Y	670,890	Y	5	533- "23"
58	7003	Yes	Yes	14	Y	651,044	Y	5	533- "23"
59	2801	Yes	Yes	13	Y	644,620	Y	5	533- "23"
60	2802	Yes	Yes	13	Y	657,172	Y	5	533- "23"
61	2803	Yes	Yes	13	Y	652,495	Y	5	533- "23"
62	2804	Yes	Yes	13	Y	670,864	Y	5	533- "23"
63	2805	Yes	Yes	13	Y	657,729	Y	5	493- "24"
64	2806	Yes	Yes	13	Y	663,621	Y	5	493- "24"
65	2807	Yes	Yes	13	Y	634,568	Y	5	493- "24"
66	2808	Yes	Yes	13	Y	662,214	Y	5	493- "24"
67	2809	Yes	Yes	13	Y	646,580	Y	5	493- "24"
68	2810	Yes	Yes	13	Y	664,081	Y	5	493- "24"
69	2811	Yes	Yes	13	Y	648,739	Y	5	493- "24"
70	2812	Yes	Yes	13	Y	664,868	Y	5	493- "24"
71	2813	Yes	Yes	13	Y	646,068	Y	5	493- "24"
72	2814	Yes	Yes	13	Y	609,388	Y	5	493- "24"
73	8001	Yes	Yes	13	Y	642,635	Y	5	493- "24"
74	8002	Yes	Yes	13	Y	660,398	Y	5	493- "24"
75	8003	Yes	Yes	13	Y	645,470	Y	5	493- "24"
76	8004	Yes	Yes	13	Y	621,571	Y	5	493- "24"
77	8005	Yes	Yes	13	Y	646,470	Y	5	493- "24"
78	8006	Yes	Yes	13	Y	656,691	Y	5	493- "24"
79	2961	Yes	Yes	12	Y	501,221	Y	5	494- "25"
80	2962	Yes	Yes	12	Y	493,515	Y	5	494- "25"

CIP numbers associated with coaches are subject to change due to replacement decisions that may occur prior to scheduled replacement.

	Vehicle model year	Is the Vehicle Safe? (Yes/No	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
81	2963	Yes	Yes	12	Y	466,513	Y	5	494- "25"
82	2964	Yes	Yes	12	Y	493,098	Y	5	494- "25"
83	2901	Yes	Yes	12	Y	621,299	Y	5	493- "24"
84	2902	Yes	Yes	12	Y	596,085	Y	5	494- "25"
85	2903	Yes	Yes	12	Y	626,796	Y	5	494- "25"
86	2904	Yes	Yes	12	Y	622,608	Y	5	494- "25"
87	2905	Yes	Yes	12	Y	603,618	Y	5	494- "25"
88	2906	Yes	Yes	12	Y	603,849	Y	5	494- "25"
89	2907	Yes	Yes	12	Y	616,976	Y	5	494- "25"
90	2908	Yes	Yes	12	Y	619,116	Y	5	494- "25"
91	2909	Yes	Yes	12	Y	605,581	Y	5	494- "25"
92	9031	Yes	Yes	12	Y	194,958	Y	5	"29"
93	9032	Yes	Yes	12	Y	201,880	Y	5	"29"
94	9033	Yes	Yes	12	Y	192,186	Y	5	"29"
95	10701	Yes	Yes	11	Y	588,343	Y	5	570- "25"
96	10702	Yes	Yes	11	Y	575,974	Y	5	570- "25"
97	10703	Yes	Yes	11	Y	592,590	Y	5	570- "25"
98	10704	Yes	Yes	11	Y	613,047	Y	5	570- "25"
99	10705	Yes	Yes	11	Y	581,037	Y	5	492- "26"
100	10706	Yes	Yes	11	Y	603,136	Y	5	492- "26"
101	10707	Yes	Yes	11	Y	591,668	Y	5	492- "26"
102	10708	Yes	Yes	11	Y	587,591	Y	5	492- "26"
103	10709	Yes	Yes	11	Y	576,704	Y	5	492- "26"
104	10710	Yes	Yes	11	Y	601,951	Y	5	492- "26"
105	12701	Yes	Yes	9	Y	423,393	Y	5	877- "27"
106	12702	Yes	Yes	9	Y	463,121	Y	5	877- "27"
107	12703	Yes	Yes	9	Y	436,986	Y	5	877- "27"
108	12704	Yes	Yes	9	Y	421,134	Y	5	877- "27"
109	12705	Yes	Yes	9	Y	463,493	Y	5	877- "27"
110	12706	Yes	Yes	9	Y	455,117	Y	5	877- "27"
111	1401	Yes	Yes	7	Y	351,125	Y	5	"29"
112	1402	Yes	Yes	7	Y	394,262	Y	5	"29"
113	1403	Yes	Yes	7	Y	395,019	Y	5	"29"
114	1404	Yes	Yes	7	Y	404,725	Y	5	"29"
115	1405	Yes	Yes	7	Y	401,962	Y	5	"29"
116	1406	Yes	Yes	7	Y	395,225	Y	5	"29"
117	1407	Yes	Yes	7	Y	393,494	Y	5	"29"
118	1408	Yes	Yes	7	Y	406,152	Y	5	"29"
119	1601	Yes	Yes	5	Y	265,544	Y	5	"31"
120	1602	Yes	Yes	5	Y	251,003	Y	5	"31"

CIP numbers associated with coaches are subject to change due to replacement decisions that may occur prior to scheduled replacement.

	Vehicle model year	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
121	1603	Yes	Yes	5	Y	263,357	Y	5	"31"
122	1604	Yes	Yes	5	Y	247,678	Y	5	"31"
123	1605	Yes	Yes	5	Y	263,079	Y	5	"31"
124	1606	Yes	Yes	5	Y	264,979	Y	5	"31"
125	1607	Yes	Yes	5	Y	274,143	Y	5	"31"
126	1761	Yes	Yes	4	Y	212,539	Y	5	"32"
127	1762	Yes	Yes	4	Y	204,167	Y	5	"32"
128	1763	Yes	Yes	4	Y	196,164	Y	5	"32"
129	1801	Yes	Yes	3	Y	198,474	Y	5	"33"
130	1802	Yes	Yes	3	Y	208,899	Y	5	"33"
131	1803	Yes	Yes	3	Y	204,730	Y	5	"33"
132	1804	Yes	Yes	3	Y	211,203	Y	5	"33"
133	1805	Yes	Yes	3	Y	215,031	Y	5	"33"
134	1806	Yes	Yes	3	Y	203,779	Y	5	"33"
135	1861	Yes	Yes	3	Y	163,259	Y	5	"33"
136	1862	Yes	Yes	3	Y	153,209	Y	5	"33"
137	1863	Yes	Yes	3	Y	171,805	Y	5	"33"
138	1864	Yes	Yes	3	Y	171,705	Y	5	"33"
139	1865	Yes	Yes	3	Y	173,951	Y	5	"33"
140	1866	Yes	Yes	3	Y	174,819	Y	5	"33"
141	1867	Yes	Yes	3	Y	185,656	Y	5	"33"
142	1901	Yes	Yes	2	Y	117,597	Y	5	"34"
143	1902	Yes	Yes	2	Y	120,098	Y	5	"34"
144	1903	Yes	Yes	2	Y	129,609	Y	5	"34"
145	1904	Yes	Yes	2	Y	125,983	Y	5	"34"
146	1905	Yes	Yes	2	Y	115,025	Y	5	"34"
147	1906	Yes	Yes	2	Y	124,073	Y	5	"34"
148	2101	Yes	Yes	1	Y	32,931	Y	5	"36"
149	2102	Yes	Yes	1	Y	26,776	Y	5	"36"
150	2103	Yes	Yes	1	Y	34,282	Y	5	"36"
151	2104	Yes	Yes	1	Y	39,955	Y	5	"36"
152	2105	Yes	Yes	1	Y	41,134	Y	5	"36"
153	2106	Yes	Yes	1	Y	41,579	Y	5	"36"
154	2107	Yes	Yes	1	Y	39,033	Y	5	"36"
155	2108	Yes	Yes	1	Y	39,914	Y	5	"36"
156	2109	Yes	Yes	1	Y	25,137	Y	5	"36"
157	2110	Yes	Yes	1	Y	37,773	Y	5	"36"
158	2111	Yes	Yes	1	Y	36,150	Y	5	"36"
159	2112	Yes	Yes	1	Y	23,629	Y	5	"36"
160	2113	Yes	Yes	1	Y	37,470	Y	5	"36"

CIP numbers associated with coaches are subject to change due to replacement decisions that may occur prior to scheduled replacement.

	Vehicle model year	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
161	2114	Yes	Yes	1	Y	34,301	Y	5	"36"
162	2115	Yes	Yes	1	Y	34,327	Y	5	"36"
163	2116	Yes	Yes	1	Y	37,188	Y	5	"36"
164	E4001	Yes	Yes	1	Y	5,113	Y	5	"36"
165	E4002	Yes	Yes	1	Y	6,547	Y	5	"36"
166	E4003	Yes	Yes	1	Y	-	Y	5	Not in Service 2021
167	E4004	Yes	Yes	1	Y	-	Y	5	Not in Service 2021
168	E6001	Yes	Yes	1	Y	-	Y	5	Not in Service 2021
169	E6002	Yes	Yes	1	Y	-	Y	5	Not in Service 2021
170	E6003	Yes	Yes	1	Y	-	Y	5	Not in Service 2021
171	E6004	Yes	Yes	1	Y	-	Y	5	Not in Service 2021
172	E6005	Yes	Yes	1	Y	-	Y	5	Not in Service 2021
173	E6006	Yes	Yes	1	Y	-	Y	5	Not in Service 2021
174	E6007	Yes	Yes	1	Y	-	Y	5	Not in Service 2021
175	E6008	Yes	Yes	1	Y	-	Y	5	Not in Service 2021
176	E6009	Yes	Yes	1	Y	-	Y	5	Not in Service 2021
177	E6010	Yes	Yes	1	Y	-	Y	5	Not in Service 2021

CIP numbers associated with coaches are subject to change due to replacement decisions that may occur prior to scheduled replacement.

Total Vehicles	149*	*This number does not include E4003-E4004 and E6001-E6010, 2501-2510, and the (6) 2006 coaches. All of these coaches were not in service at end of year 2021.
Total Meeting SGR	136**	
Percentage Meeting SGR	91%	**This # doesn't include 2500 fleet (disposed June 2021).

Notes:

5 3	Vehicles with scores of "3" or "5" are in a state of good repair and contribute to STA achieving its Asset Management Targets.
1	Vehicles with a score of "1" must be included in the current Capital Investment Plan (CIP) for replacement in a funded project.

Scoring Methodology:

- 1). Vehicle meeting all four elements receive a score of "5"
- 2). Vehicles meeting the safety element and two of the three remaining elements receive a score of "3"
- 3). Vehicles that do not meet the safety element automatically receive a score of "1"
- 4). Vehicles that meet the safety element but fail to meet at least two of the remaining three elements receive a score of "1"

Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)	Actual Miles Meets ULB (Y/N)	*Point Score
yes	yes	yes	yes	5
yes	yes	no	yes	3
no	yes	yes	yes	1
yes	no	no	yes	1

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SECTION 1B: ROLLING STOCK – DEMAND RESPONSE VEHICLE ASSET INVENTORY

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Public Transportation Management System**Owned Rolling Stock Inventory & Verification of Continued Use**

Fleet - Paratransit Direct and Contracted Page 1 of 2

Agency/Organization: Spokane Transit Authority
Reporting Year: 2022 (12/31/2021)

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.

Signature and Title

Date

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2008	Eldorado Cutaway	14	1FD4E45S38DB23425	S179	177,595	No	Yes	9	200,000	Yes	Yes	82,322	YES	14 + 2	G	NO
2	2012	Eldorado Cutaway	14	1GB6G5BL0B1183931	S180	189946	Yes	Yes	9	200,000	Yes	Yes	105,122	YES	14 + 2	D	NO
3	2012	Eldorado Cutaway	14	1GB6G5BL5B1187022	S181	190197	Yes	Yes	9	200,000	Yes	Yes	105,122	YES	14 + 2	D	NO
4	2012	Eldorado Cutaway	14	1GB6G5BL0B1188451	S182	191668	Yes	Yes	9	200,000	Yes	Yes	105,122	YES	14 + 2	D	NO
5	2012	Eldorado Cutaway	14	1GB6G5BL3B1189089	S183	175599	Yes	Yes	9	200,000	Yes	Yes	105,122	YES	14 + 2	D	NO
6	2012	Eldorado Cutaway	14	1GB6G5BL5B1189398	S184	210999	Yes	Yes	9	200,000	Yes	Yes	105,122	YES	14 + 2	D	NO
7	2012	Eldorado Cutaway	14	1GB6G5BL9B1189484	S185	206602	Yes	Yes	9	200,000	Yes	Yes	105,122	YES	14 + 2	D	NO
8	2012	Eldorado Cutaway	14	1GB6G5BL3B1189528	S186	196276	Yes	Yes	9	200,000	Yes	Yes	105,122	YES	14 + 2	D	NO
9	2012	Eldorado Cutaway	14	1GB6G5BL5B1189708	S187	187423	Yes	Yes	9	200,000	Yes	Yes	105,122	YES	14 + 2	D	NO
10	2012	Eldorado Cutaway	14	1GB6G5BL6B1190432	S188	158687	Yes	Yes	9	200,000	Yes	Yes	105,122	YES	14 + 2	D	NO
11	2012	Eldorado Cutaway	14	1GB6G5BL2B1190511	S189	184568	Yes	Yes	9	200,000	Yes	Yes	105,122	YES	14 + 2	D	NO
12	2012	Eldorado Cutaway	14	1GB6G5BL8B1190528	S190	212863	Yes	Yes	9	200,000	Yes	Yes	105,122	YES	14 + 2	D	NO
13	2012	Eldorado Cutaway	14	1GB6G5BL8B1190612	C191	178733	Yes	Yes	9	200,000	Yes	Yes	105,122	YES	14 + 2	D	NO
14	2012	Eldorado Cutaway	14	1GB6G5BL6B1190673	C192	174866	Yes	Yes	9	200,000	Yes	Yes	105,122	YES	14 + 2	D	NO
15	2012	Eldorado Cutaway	14	1GB6G5BL5B1190907	S193	184076	Yes	Yes	9	200,000	Yes	Yes	105,122	YES	14 + 2	D	NO
16	2012	Eldorado Cutaway	14	1GB6G5BL0B1190877	S194	204878	Yes	Yes	9	200,000	Yes	Yes	105,122	YES	14 + 2	D	NO
17	2012	Eldorado Cutaway	14	1GB6G5BL3C1180412	C195	172680	Yes	Yes	9	200,000	Yes	Yes	106,987	YES	14 + 2	D	NO
18	2012	Eldorado Cutaway	14	1GB6G5BL7C1180946	S196	183178	Yes	Yes	9	200,000	Yes	Yes	106,627	YES	14 + 2	D	NO
19	2012	Eldorado Cutaway	14	1GB6G5BL2C1180577	C197	134314	Yes	Yes	9	200,000	Yes	Yes	106,987	YES	14 + 2	D	NO
20	2012	Eldorado Cutaway	14	1GB6G5BL4C1180788	S198	190447	Yes	Yes	9	200,000	Yes	Yes	106,987	YES	14 + 2	D	NO
21	2012	Eldorado Cutaway	14	1GB6G5BL5C1180721	S199	196407	Yes	Yes	9	200,000	Yes	Yes	106,987	YES	14 + 2	D	NO
22	2012	Eldorado Cutaway	14	1GB6G5BL3C1180507	S200	195125	Yes	Yes	9	200,000	Yes	Yes	106,987	YES	14 + 2	D	NO
23	2012	Eldorado Cutaway	14	1GB6G5BL3C1181785	S201	199513	Yes	Yes	9	200,000	Yes	Yes	106,987	YES	14 + 2	D	NO
24	2012	Eldorado Cutaway	14	1GB6G5BL2C1182068	S202	177250	Yes	Yes	9	200,000	Yes	Yes	106,987	YES	14 + 2	D	NO
25	2012	Eldorado Cutaway	14	1GB6G5BL8C1183158	C203	181427	Yes	Yes	9	200,000	Yes	Yes	106,987	YES	14 + 2	D	NO
26	2012	Eldorado Cutaway	14	1GB6G5BL2C1182894	S204	196562	Yes	Yes	9	200,000	Yes	Yes	106,987	YES	14 + 2	D	NO
27	2012	Eldorado Cutaway	14	1GB6G5BL3C1182533	S205	187904	Yes	Yes	9	200,000	Yes	Yes	106,627	YES	14 + 2	D	NO
28	2012	Eldorado Cutaway	14	1GB6G5BL8C1182608	S206	201342	Yes	Yes	9	200,000	Yes	Yes	106,987	YES	14 + 2	D	NO
29	2012	Eldorado Cutaway	14	1GB6G5BL3C1182127	C207	166252	Yes	Yes	9	200,000	Yes	Yes	106,627	YES	14 + 2	D	NO
30	2012	Eldorado Cutaway	14	1GB6G5BL5C1182419	S208	193120	Yes	Yes	9	200,000	Yes	Yes	106,987	YES	14 + 2	D	NO
31	2013	Eldorado Cutaway	14	1GB6G5BL4D1188830	C211	193660	Yes	Yes	9	200,000	Yes	Yes	106,600	YES	14 + 2	D	NO
32	2013	Eldorado Cutaway	14	1GB6G5BL0D1188503	C212	190879	Yes	Yes	9	200,000	Yes	Yes	106,600	YES	14 + 2	D	NO
33	2013	Eldorado Cutaway	14	1GB6G5BL9D1188984	S213	190446	Yes	Yes	9	200,000	Yes	Yes	106,600	YES	14 + 2	D	NO
34	2013	Eldorado Cutaway	14	1GB6G5BL5D1189842	C214	178323	Yes	Yes	9	200,000	Yes	Yes	106,600	YES	14 + 2	D	NO
35	2013	Eldorado Cutaway	14	1GB6G5BL5D1189422	S215	192033	Yes	Yes	9	200,000	Yes	Yes	106,600	YES	14 + 2	D	NO
36	2013	Eldorado Cutaway	14	1GB6G5BL6D1189753	S216	172192	Yes	Yes	9	200,000	Yes	Yes	106,600	YES	14 + 2	D	NO
37	2013	Eldorado Cutaway	14	1GB6G5BL7D1189468	C217	185770	Yes	Yes	9	200,000	Yes	Yes	106,600	YES	14 + 2	D	NO
38	2013	Eldorado Cutaway	14	1GB6G5BL5D1189307	C218	190137	Yes	Yes	9	200,000	Yes	Yes	106,600	YES	14 + 2	D	NO
39	2013	Eldorado Cutaway	14	1GB6G5BL0D1190574	C219	196023	Yes	Yes	9	200,000	Yes	Yes	106,600	YES	14 + 2	D	NO
40	2013	Eldorado Cutaway	14	1GB6G5BL5D1190005	C220	189168	Yes	Yes	9	200,000	Yes	Yes	106,600	YES	14 + 2	D	NO
41	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL0F1108345	C221	169361	Yes	Yes	9	200,000	Yes	Yes	105,190	YES	14+2	D	NO
42	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6F1106003	C222	164054	Yes	Yes	9	200,000	Yes	Yes	105,190	YES	14+2	D	NO
43	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL2F1107441	C223	170879	Yes	Yes	9	200,000	Yes	Yes	105,190	YES	14+2	D	NO
44	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL5F1106574	C224	166479	Yes	Yes	9	200,000	Yes	Yes	105,190	YES	14+2	D	NO
45	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BLXF1106344	C225	163580	Yes	Yes	9	200,000	Yes	Yes	105,190	YES	14+2	D	NO
46	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL9F1106836	C226	153315	Yes	Yes	9	200,000	Yes	Yes	105,190	YES	14+2	D	NO
47	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL1F1106717	C227	172297	Yes	Yes	9	200,000	Yes	Yes	105,190	YES	14+2	D	NO
48	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL2F1107584	C228	126867	Yes	Yes	9	200,000	Yes	Yes	105,190	YES	14+2	D	NO
49	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL4F1106145	C229	162281	Yes	Yes	9	200,000	Yes	Yes	105,190	YES	14+2	D	NO
50	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL0F1105736	C230	164947	Yes	Yes	9	200,000	Yes	Yes	105,190	YES	14+2	D	NO
51	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL8F1284334	C231	137262	Yes	Yes	9	200,000	Yes	Yes	107,435	YES	14+2	D	NO
52	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL8F1284365	C232	144029	Yes	Yes	9	200,000	Yes	Yes	107,435	YES	14+2	D	NO
53	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL1F1284191	C233	136318	Yes	Yes	9	200,000	Yes	Yes	107,435	YES	14+2	D	NO
54	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6F1285563	C234	142173	Yes	Yes	9	200,000	Yes	Yes	107,435	YES	14+2	D	NO
Total					54	9,652,969								\$	5,703,521		

Public Transportation Management System**Owned Rolling Stock Inventory & Verification of Continued Use**

Fleet - Paratransit Direct and Contracted Page 2 of 2

Agency/Organization: Spokane Transit AuthorityReporting Year: 2022 (12/31/2021)

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.

Signature and Title

Date

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL3F1286153	C235	148703	Yes	Yes	9	200,000	Yes	Yes	107,435	YES	14+2	D	NO
2	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL5F1284923	C236	144835	Yes	Yes	9	200,000	Yes	Yes	107,435	YES	14+2	D	NO
3	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BB0F1284075	S237	77,607	Yes	Yes	9	200,000	Yes	Yes	109,145	YES	14+2	LP	NO
4	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL6G1298096	C238	104886	Yes	Yes	9	200,000	Yes	Yes	106,147	YES	14+2	D	NO
5	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL6G1296770	C239	105487	Yes	Yes	9	200,000	Yes	Yes	106,147	YES	14+2	D	NO
6	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL5G1297151	C240	109938	Yes	Yes	9	200,000	Yes	Yes	106,147	YES	14+2	D	NO
7	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL9G1297816	C241	107720	Yes	Yes	9	200,000	Yes	Yes	106,147	YES	14+2	D	NO
8	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBLXG1300576	C242	106087	Yes	Yes	9	200,000	Yes	Yes	106,147	YES	14+2	D	NO
9	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL1G1299303	C243	93942	Yes	Yes	9	200,000	Yes	Yes	106,147	YES	14+2	D	NO
10	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBLJG1302295	C245	93456	Yes	Yes	9	200,000	Yes	Yes	106,147	YES	14+2	D	NO
11	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL5G1302669	S246	49197	Yes	Yes	9	200,000	Yes	Yes	106,147	YES	14+2	D	NO
12	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL2G1303360	C247	98959	Yes	Yes	9	200,000	Yes	Yes	106,147	YES	14+2	D	NO
13	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL6G1305256	C248	100714	Yes	Yes	9	200,000	Yes	Yes	106,147	YES	14+2	D	NO
14	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL0G1306077	C249	101471	Yes	Yes	9	200,000	Yes	Yes	106,147	YES	14+2	D	NO
15	2019	Ford Starcraft	14	1FDES8PMXXKA41083	S250	52753	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
16	2019	Ford Starcraft	14	1FDES8PM3KKA86009	S251	40460	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
17	2019	Ford Starcraft	14	1FDES8PM7KKA95375	S252	52898	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
18	2019	Ford Starcraft	14	1FDES8PM0KKA95363	S253	29621	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
19	2019	Ford Starcraft	14	1FDES8PM4KKA86004	S254	23140	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
20	2019	Ford Starcraft	14	1FDES8PM7KKA86000	S255	43577	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
21	2019	Ford Starcraft	14	1FDES8PM0KKA86002	S256	49645	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
22	2019	Ford Starcraft	14	1FDES8PM8KKA95370	S257	48321	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
23	2019	Ford Starcraft	14	1FDES8PM9KKA95376	S258	48552	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
24	2019	Ford Starcraft	14	1FDES8PM2KKA85997	S259	47007	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
25	2019	Ford Starcraft	14	1FDES8PM1KKA86008	S260	40788	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
26	2019	Ford Starcraft	14	1FDES8PM8KKA86006	S261	50247	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
27	2019	Ford Starcraft	14	1FDES8PM1KKA95372	S262	44938	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
28	2019	Ford Starcraft	14	1FDES8PM3KKA95373	S263	46895	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
29	2019	Ford Starcraft	14	1FDES8PM0KKA95377	S264	50193	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
30	2019	Ford Starcraft	14	1FDES8PM6KKA86005	S265	49617	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
31	2019	Ford Starcraft	14	1FDES8PM2KKA95378	S266	47004	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
32	2019	Ford Starcraft	14	1FDES8PM0KKA95380	S267	41740	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
33	2019	Ford Starcraft	14	1FDES8PM5KKA95374	S268	46160	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
34	2019	Ford Starcraft	14	1FDES8PM2KKA95381	S269	49758	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
35	2019	Ford Starcraft	14	1FDES8PM1KKA95369	S270	48446	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
36	2019	Ford Starcraft	14	1FDES8PM9KKA95362	S271	51197	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
37	2019	Ford Starcraft	14	1FDES8PM4KKA95382	S272	45735	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
38	2019	Ford Starcraft	14	1FDES8PMXXKA95368	S273	44478	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
39	2019	Ford Starcraft	14	1FDES8PM2KKA95364	S274	39358	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
40	2019	Ford Starcraft	14	1FDES8PM6KKA95383	S275	50714	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
41	2019	Ford Starcraft	14	1FDES8PM4KKA95365	S276	35976	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
42	2019	Ford Starcraft	14	1FDES8PMXXKA95371	S277	47363	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
43	2019	Ford Starcraft	14	1FDES8PMXXKA86007	S278	46499	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
44	2019	Ford Starcraft	14	1FDES8PM4KKA85998	S279	36111	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
45	2019	Ford Starcraft	14	1FDES8PM8KKA95367	S280	49312	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
46	2019	Ford Starcraft	14	1FDES8PM4KKA95379	S281	27915	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
47	2019	Ford Starcraft	14	1FDES8PM2KKA86003	S282	48012	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
48	2019	Ford Starcraft	14	1FDES8PMXXKA78148	S283	48139	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
49	2019	Ford Starcraft	14	1FDES8PM7KKA95361	S284	46907	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
50	2019	Ford Starcraft	14	1FDES8PM4KKA78145	S285	41639	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
51	2019	Ford Starcraft	14	1FDES8PM8KKA95384	S286	43292	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
52	2019	Ford Starcraft	14	1FDES8PM9KKA78142	S287	45885	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
53	2019	Ford Starcraft	14	1FDES8PM6KKA95366	S288	43370	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
58	2019	Ford Starcraft	14	1FDES8PM9KKA86001	S289	45613	Yes	Yes	9	200,000	Yes	Yes	68,494	YES	10+2	G	NO
Total					58	3,232,273							\$ 4,231,403				

SECTION 1B: ROLLING STOCK – DEMAND RESPONSE VEHICLE DECISION SUPPORT CALCULATIONS

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Meets Financial Needs of SGR Results Demand Response Spokane Transit

	Vehicle Number	12/31/2020 Total Parts & Labor	Vehicle Purchase Price	12/31/2021 Avg. Total Parts & Labor	2020 LTD Plus 2021 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <50%
1	S179	\$44,736	\$66,212	\$69	\$44,805	68%	NO
2	S180	\$32,689	\$91,120	\$3,726	\$36,415	40%	Yes
3	S181	\$32,235	\$91,120	\$3,726	\$35,961	39%	Yes
4	S182	\$30,223	\$91,120	\$3,726	\$33,949	37%	Yes
5	S183	\$35,060	\$91,120	\$3,726	\$38,786	43%	Yes
6	S184	\$32,280	\$91,120	\$3,726	\$36,006	40%	Yes
7	S185	\$28,163	\$91,120	\$3,726	\$31,889	35%	Yes
8	S186	\$30,466	\$91,120	\$3,726	\$34,192	38%	Yes
9	S187	\$32,260	\$91,120	\$3,726	\$35,986	39%	Yes
10	S188	\$31,515	\$91,120	\$3,726	\$35,241	39%	Yes
11	S189	\$25,471	\$91,120	\$3,726	\$29,197	32%	Yes
12	S190	\$27,301	\$91,120	\$3,726	\$31,027	34%	Yes
13	S193	\$27,966	\$91,120	\$3,726	\$31,692	35%	Yes
14	S194	\$30,632	\$91,120	\$3,726	\$34,358	38%	Yes
15	S196	\$28,381	\$92,735	\$3,760	\$32,141	35%	Yes
16	S198	\$27,153	\$92,735	\$3,760	\$30,913	33%	Yes
17	S199	\$28,841	\$92,735	\$3,760	\$32,601	35%	Yes
18	S200	\$33,330	\$92,735	\$3,760	\$37,090	40%	Yes
19	S201	\$25,063	\$92,735	\$3,760	\$28,823	31%	Yes
20	S202	\$37,303	\$92,735	\$3,760	\$41,063	44%	Yes
21	S204	\$26,158	\$92,735	\$3,760	\$29,918	32%	Yes
22	S205	\$31,828	\$92,735	\$3,760	\$35,588	38%	Yes
23	S206	\$28,255	\$92,735	\$3,760	\$32,015	35%	Yes
24	S208	\$24,749	\$92,735	\$3,760	\$28,509	31%	Yes
25	S213	\$24,533	\$93,755	\$6,408	\$30,940	33%	Yes
26	S215	\$23,283	\$93,755	\$6,408	\$29,690	32%	Yes
27	S216	\$22,554	\$93,755	\$6,408	\$28,961	31%	Yes
28	S237	\$6,010	\$97,669	\$1,400	\$7,410	8%	Yes
29	S246	\$4,011	\$98,093	\$1,937	\$5,948	6%	Yes
30	S250	\$2,670.45	\$65,363	\$2,294	\$4,965	8%	Yes
31	S251	\$2,772.04	\$65,363	\$2,294	\$5,066	8%	Yes
32	S252	\$2,258.52	\$65,363	\$2,294	\$4,553	7%	Yes
33	S253	\$6,877.75	\$65,363	\$2,294	\$9,172	14%	Yes
34	S254	\$1,624.95	\$65,363	\$2,294	\$3,919	6%	Yes
35	S255	\$6,933.86	\$65,363	\$2,294	\$9,228	14%	Yes
36	S256	\$2,373.91	\$65,363	\$2,294	\$4,668	7%	Yes
37	S257	\$2,082.25	\$65,363	\$2,294	\$4,377	7%	Yes
38	S258	\$1,974.89	\$65,363	\$2,294	\$4,269	7%	Yes
39	S259	\$1,932.46	\$65,363	\$2,294	\$4,227	6%	Yes
40	S260	\$2,040.77	\$65,363	\$2,294	\$4,335	7%	Yes
41	S261	\$1,879.94	\$65,363	\$2,294	\$4,174	6%	Yes
42	S262	\$1,856.28	\$65,363	\$2,294	\$4,150.67	6%	Yes
43	S263	\$1,869.70	\$65,363	\$2,294	\$4,164.09	6%	Yes

Meets Financial Needs of SGR Results Demand Response Spokane Transit

	Vehicle Number	12/31/2020 Total Parts & Labor	Vehicle Purchase Price	12/31/2021 Avg. Total Parts & Labor	2020 LTD Plus 2021 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <50%
44	S264	\$1,942.85	\$65,363	\$2,294	\$4,237.24	6%	Yes
45	S265	\$1,822.26	\$65,363	\$2,294	\$4,116.65	6%	Yes
46	S266	\$1,839.67	\$65,363	\$2,294	\$4,134.06	6%	Yes
47	S267	\$1,861.53	\$65,363	\$2,294	\$4,155.92	6%	Yes
48	S268	\$2,071.66	\$65,363	\$2,294	\$4,366.05	7%	Yes
49	S269	\$1,689.88	\$65,363	\$2,294	\$3,984.27	6%	Yes
50	S270	\$1,881.93	\$65,363	\$2,294	\$4,176.32	6%	Yes
51	S271	\$1,651.79	\$65,363	\$2,294	\$3,946.18	6%	Yes
52	S272	\$1,609.36	\$65,363	\$2,294	\$3,903.75	6%	Yes
53	S273	\$1,971.45	\$65,363	\$2,294	\$4,265.84	7%	Yes
54	S274	\$1,822.74	\$65,363	\$2,294	\$4,117.13	6%	Yes
55	S275	\$1,624.95	\$65,363	\$2,294	\$3,919.34	6%	Yes
56	S276	\$1,684.91	\$65,363	\$2,294	\$3,979.30	6%	Yes
57	S277	\$1,624.96	\$65,363	\$2,294	\$3,919.35	6%	Yes
58	S278	\$1,678.63	\$65,363	\$2,294	\$3,973.02	6%	Yes
59	S279	\$1,806.91	\$65,363	\$2,294	\$4,101.30	6%	Yes
60	S280	\$1,678.63	\$65,363	\$2,294	\$3,973.02	6%	Yes
61	S281	\$2,096.47	\$65,363	\$2,294	\$4,390.86	7%	Yes
62	S282	\$1,635.18	\$65,363	\$2,294	\$3,929.57	6%	Yes
63	S283	\$1,651.79	\$65,363	\$2,294	\$3,946.18	6%	Yes
64	S284	\$1,705.47	\$65,363	\$2,294	\$3,999.86	6%	Yes
65	S285	\$1,527.82	\$65,363	\$2,294	\$3,822.21	6%	Yes
66	S286	\$1,625.63	\$65,363	\$2,294	\$3,920.02	6%	Yes
67	S287	\$1,501.02	\$65,363	\$2,294	\$3,795.41	6%	Yes
68	S288	\$1,500.98	\$65,363	\$2,294	\$3,795.37	6%	Yes
69	S289	\$1,527.86	\$65,363	\$2,294	\$3,822.25	6%	Yes

Meets Financial Needs of SGR Results Demand Response Spokane Transit

	Vehicle Number	12/31/2020 Total Parts & Labor	Vehicle Purchase Price	12/31/2021 Avg. Total Parts & Labor	2020 LTD Plus 2021 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <50%
1	C191/S191	\$24,422.76	\$91,120	\$6,615	\$31,038	34%	Yes
2	C192/S192	\$23,637.76	\$91,120	\$3,565	\$27,203	30%	Yes
3	C195/S195	\$27,532.16	\$92,735	\$3,565	\$31,097	34%	Yes
4	C197/S197	\$29,508.16	\$92,735	\$3,565	\$33,073	36%	Yes
5	C203/S203	\$21,502.16	\$92,735	\$3,565	\$25,067	27%	Yes
6	C207/S207	\$22,968.16	\$92,735	\$3,565	\$26,533	29%	Yes
7	C211/S211	\$20,912.11	\$93,755	\$3,565	\$24,477	26%	Yes
8	C212/S212	\$20,431.11	\$93,755	\$3,565	\$23,996	26%	Yes
9	C214/S214	\$19,809.11	\$93,755	\$3,565	\$23,374	25%	Yes
10	C217/S217	\$21,688.11	\$93,755	\$3,565	\$25,253	27%	Yes
11	C218/S218	\$20,801.11	\$93,755	\$3,565	\$24,366	26%	Yes
12	C219/S219	\$21,982.11	\$93,755	\$3,565	\$25,547	27%	Yes
13	C220/S220	\$20,304.11	\$93,755	\$3,565	\$23,869	25%	Yes
14	C221/S221	\$14,460.38	\$94,130	\$4,376	\$18,837	20%	Yes
15	C222/S222	\$14,377.38	\$94,130	\$4,376	\$18,754	20%	Yes
16	C223/S223	\$14,781.38	\$94,130	\$4,376	\$19,158	20%	Yes
17	C224/S224	\$14,718.38	\$94,130	\$4,376	\$19,095	20%	Yes
18	C225/S225	\$14,839.38	\$94,130	\$4,376	\$19,216	20%	Yes
19	C226/S226	\$15,871.38	\$94,130	\$4,376	\$20,248	22%	Yes
20	C227/S227	\$15,219.38	\$94,130	\$4,376	\$19,596	21%	Yes
21	C228/S228	\$17,629.38	\$94,130	\$4,376	\$22,006	23%	Yes
22	C229/S229	\$15,260.38	\$94,130	\$4,376	\$19,637	21%	Yes
23	C230/S230	\$13,806.38	\$94,130	\$4,376	\$18,183	19%	Yes
24	C231/S231	\$8,088.42	\$96,137	\$6,276	\$14,365	15%	Yes
25	C232/S232	\$8,185.42	\$96,137	\$6,276	\$14,462	15%	Yes
26	C233/S233	\$7,807.42	\$96,137	\$6,276	\$14,084	15%	Yes
27	C234/S234	\$7,018.42	\$96,137	\$6,276	\$13,295	14%	Yes
28	C235/S235	\$9,272.42	\$96,137	\$6,276	\$15,549	16%	Yes
29	C236/S236	\$8,531.42	\$96,137	\$6,276	\$14,808	15%	Yes
30	C238/S238	\$7,167.42	\$98,093	\$4,858	\$12,025	12%	Yes
31	C239/S239	\$5,561.42	\$98,093	\$4,858	\$10,419	11%	Yes
32	C240/S240	\$6,427.42	\$98,093	\$4,858	\$11,285	12%	Yes
33	C241/S241	\$7,467.42	\$98,093	\$4,858	\$12,325	13%	Yes
34	C242/S242	\$7,180.42	\$98,093	\$4,858	\$12,038	12%	Yes
35	C243/S243	\$11,253.42	\$98,093	\$4,858	\$16,111	16%	Yes
37	C245/S245	\$6,699.42	\$98,093	\$4,858	\$11,557	12%	Yes
38	C247/S247	\$11,426.42	\$98,093	\$4,858	\$16,284	17%	Yes
39	C248/S248	\$10,608.42	\$98,093	\$4,858	\$15,466	16%	Yes
40	C249/S249	\$10,677.42	\$98,093	\$4,858	\$15,535	16%	Yes

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SECTION 1B: ROLLING STOCK - DEMAND RESPONSE VEHICLE SCORECARD

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Demand Response Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
1	S179	Yes	No	13	N	177,884	Y	1	484/"21"
2	S180	Yes	Yes	10	N	189,710	Y	3	485/"22"
3	S181	Yes	Yes	10	N	189,789	Y	3	485/"22"
4	S182	Yes	Yes	10	N	191,680	Y	3	485/"22"
5	S183	Yes	Yes	10	N	175,434	Y	3	485/"22"
6	S184	Yes	Yes	10	N	210,786	N	1	484/"21"
7	S185	Yes	Yes	10	N	205,470	N	1	484/"21"
8	S186	Yes	Yes	10	N	195,851	Y	3	485/"22"
9	S187	Yes	Yes	10	N	185,276	Y	3	485/"22"
10	S188	Yes	Yes	10	N	158,687	Y	3	484/"21"
11	S189	Yes	Yes	10	N	183,060	Y	3	485/"22"
12	S190	Yes	Yes	10	N	212,248	N	1	484/"21"
13	S193	Yes	Yes	10	N	184,076	Y	3	485/"22"
14	S194	Yes	Yes	10	N	204,878	N	1	484/"21"
15	S196	Yes	Yes	9	Y	183,178	Y	5	485/"22"
16	S198	Yes	Yes	9	Y	190,447	Y	5	485/"22"
17	S199	Yes	Yes	9	Y	196,407	Y	5	485/"22"
18	S200	Yes	Yes	9	Y	195,125	Y	5	485/"22"
19	S201	Yes	Yes	9	Y	199,513	Y	5	485/"22"
20	S202	Yes	Yes	9	Y	177,250	Y	5	485/"22"
21	S204	Yes	Yes	9	Y	196,562	Y	5	485/"22"
22	S205	Yes	Yes	9	Y	187,904	Y	5	487/"23"
23	S206	Yes	Yes	9	Y	201,342	N	3	487/"23"
24	S208	Yes	Yes	9	Y	193,120	Y	5	487/"23"
25	S213	Yes	Yes	8	Y	190,446	Y	5	487/"23"
26	S215	Yes	Yes	8	Y	192,033	Y	5	487/"23"
27	S216	Yes	Yes	8	Y	172,192	Y	5	487/"23"
28	S237	Yes	Yes	6	Y	77,607	Y	5	489/"24"
29	S246	Yes	Yes	4	Y	49,197	Y	5	Trfr to PT*
30	S250	Yes	Yes	2	Y	52,753	Y	5	
31	S251	Yes	Yes	2	Y	40,460	Y	5	Trfr to PT*
32	S252	Yes	Yes	2	Y	52,898	Y	5	
33	S253	Yes	Yes	2	Y	29,621	Y	5	Trfr to PT*
34	S254	Yes	Yes	2	Y	23,140	Y	5	Trfr to PT*
35	S255	Yes	Yes	2	Y	43,577	Y	5	

*Trfr to PT: These directly operated vans are slated to replace aged vans in the PT (purchased transportation or contracted fleet). The vans being shifted to PT will be replaced by current CIP 484.

Vans with CIP designations in the notes are subject to change given changing conditions or strategic planning decisions made once the van has reached one of its ULB targets and are meant to act as a projected placeholder for replacement.

Demand Response Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
36	S256	Yes	Yes	2	Y	49,645	Y	5	
37	S257	Yes	Yes	2	Y	48,321	Y	5	
38	S258	Yes	Yes	2	Y	48,552	Y	5	
39	S259	Yes	Yes	2	Y	47,007	Y	5	
40	S260	Yes	Yes	2	Y	40,788	Y	5	Trfr to PT*
41	S261	Yes	Yes	2	Y	50,247	Y	5	
42	S262	Yes	Yes	2	Y	44,938	Y	5	
43	S263	Yes	Yes	2	Y	46,895	Y	5	
44	S264	Yes	Yes	2	Y	50,193	Y	5	
45	S265	Yes	Yes	2	Y	49,617	Y	5	
46	S266	Yes	Yes	2	Y	47,004	Y	5	
47	S267	Yes	Yes	2	Y	41,740	Y	5	
48	S268	Yes	Yes	2	Y	46,160	Y	5	
49	S269	Yes	Yes	2	Y	49,758	Y	5	
50	S270	Yes	Yes	2	Y	48,446	Y	5	
51	S271	Yes	Yes	2	Y	51,197	Y	5	Trfr to PT*
52	S272	Yes	Yes	2	Y	45,735	Y	5	
53	S273	Yes	Yes	2	Y	44,478	Y	5	
54	S274	Yes	Yes	2	Y	39,358	Y	5	Trfr to PT*
55	S275	Yes	Yes	2	Y	50,714	Y	5	
56	S276	Yes	Yes	2	Y	35,976	Y	5	Trfr to PT*
57	S277	Yes	Yes	2	Y	47,363	Y	5	
58	S278	Yes	Yes	2	Y	46,499	Y	5	
59	S279	Yes	Yes	2	Y	36,111	Y	5	Trfr to PT*
60	S280	Yes	Yes	2	Y	49,312	Y	5	
61	S281	Yes	Yes	2	Y	27,915	Y	5	Trfr to PT*
62	S282	Yes	Yes	2	Y	48,012	Y	5	
63	S283	Yes	Yes	2	Y	48,139	Y	5	
64	S284	Yes	Yes	2	Y	46,907	Y	5	
65	S285	Yes	Yes	2	Y	41,639	Y	5	
66	S286	Yes	Yes	2	Y	43,292	Y	5	
67	S287	Yes	Yes	2	Y	45,885	Y	5	
68	S288	Yes	Yes	2	Y	43,370	Y	5	
69	S289	Yes	Yes	2	Y	45,613	Y	5	

*Trfr to PT: These directly operated vans are slated to replace aged vans in the PT (purchased transportation or contracted fleet). The vans being shifted to PT will be replaced by current CIP 484.

Vans with CIP designations in the notes are subject to change given changing conditions or strategic planning decisions made once the van has reached one of its ULB targets and are meant to act as a projected placeholder for replacement.

Demand Response Vehicle Condition Score Card Contract 1st Transit

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
1	C191/S191	Yes	Yes	10	Y	178,517	Y	5	484/"21"
2	C192/S192	Yes	Yes	10	Y	174,650	Y	5	484/"21"
3	C195/S195	Yes	Yes	10	Y	172,682	Y	5	484/"21"
4	C197/S197	Yes	Yes	10	Y	131,838	Y	5	484/"21"
5	C203/S203	Yes	Yes	10	Y	181,427	Y	5	484/"21"
6	C207/S207	Yes	Yes	10	Y	166,252	Y	5	487/"23"
7	C211/S211	Yes	Yes	8	Y	193,660	Y	5	484/"21"
8	C212/S212	Yes	Yes	8	Y	190,879	Y	5	484/"21"
9	C214/S214	Yes	Yes	8	Y	178,323	Y	5	487/"23"
10	C217/S217	Yes	Yes	8	Y	185,770	Y	5	487/"23"
11	C218/S218	Yes	Yes	8	Y	190,137	Y	5	484/"21"
12	C219/S219	Yes	Yes	8	Y	196,023	Y	5	484/"21"
13	C220/S220	Yes	Yes	8	Y	189,168	Y	5	484/"21"
14	C221/S221	Yes	Yes	7	Y	169,361	Y	5	487/"23"
15	C222/S222	Yes	Yes	7	Y	164,054	Y	5	487/"23"
16	C223/S223	Yes	Yes	7	Y	170,879	Y	5	487/"23"
17	C224/S224	Yes	Yes	7	Y	166,479	Y	5	487/"23"
18	C225/S225	Yes	Yes	7	Y	163,580	Y	5	487/"23"
19	C226/S226	Yes	Yes	7	Y	153,315	Y	5	487/"23"
20	C227/S227	Yes	Yes	7	Y	172,297	Y	5	489/"24"
21	C228/S228	Yes	Yes	7	Y	126,867	Y	5	489/"24"
22	C229/S229	Yes	Yes	7	Y	162,281	Y	5	489/"24"
23	C230/S230	Yes	Yes	7	Y	164,947	Y	5	489/"24"
24	C231/S231	Yes	Yes	6	Y	137,262	Y	5	
25	C232/S232	Yes	Yes	6	Y	144,029	Y	5	
26	C233/S233	Yes	Yes	6	Y	136,318	Y	5	
27	C234/S234	Yes	Yes	6	Y	142,173	Y	5	
28	C235/S235	Yes	Yes	6	Y	148,703	Y	5	
29	C236/S236	Yes	Yes	6	Y	144,835	Y	5	
30	C238/S238	Yes	Yes	4	Y	104,886	Y	5	
31	C239/S239	Yes	Yes	4	Y	105,487	Y	5	
32	C240/S240	Yes	Yes	4	Y	109,938	Y	5	
33	C241/S241	Yes	Yes	4	Y	107,720	Y	5	
34	C242/S242	Yes	Yes	4	Y	106,087	Y	5	
35	C243/S243	Yes	Yes	4	Y	93,942	Y	5	
36	C245/S245	Yes	Yes	4	Y	93,456	Y	5	
37	C247/S247	Yes	Yes	4	Y	98,959	Y	5	
38	C248/S248	Yes	Yes	4	Y	100,714	Y	5	
39	C249/S249	Yes	Yes	4	Y	101,471	Y	5	
Contracted Demand Response Vans may be replaced with STA Active Fleet Vans that have been replaced on the CIP schedule if they meet SGR condition guidelines.									
Vans with CIP designations in the notes are subject to change given changing conditions or strategic planning decisions made once the van has reached one of its ULB targets and are meant to act as a projected placeholder for replacement.									

SGR Scores:

Total Vehicles	108
Total Meeting SGR	103
Percentage Meeting SGR	95%

Notes:

5 3	Vehicles with scores of "3" or "5" are in a state of good repair and contribute to STA achieving its asset management targets.
1	Vehicles with a score of "1" must be included in the current Capital Investment Plan (CIP) for replacement in a funded project.

Scoring Methodology:

- 1). Vehicles meeting all four elements receive a score of "5"
- 2). Vehicles meeting the safety element and two of the three remaining elements receive a score of "3"
- 3). Vehicles that do not meet the safety element automatically receive a score of "1"
- 4). Vehicles that meet the safety element but fail to meet at least two of the remaining three elements receive a score of "1"

Example:

Is the Vehicle Safe? (Yes/No)	Meets Financial SGR (Yes/No)	Actual Age Meets ULB (Y/N)	Actual Miles Meets ULB (Y/N)	*Point Score
yes	yes	yes	yes	5
yes	yes	no	yes	3
no	yes	yes	yes	1
yes	no	no	yes	1

SECTION 1C: ROLLING STOCK – VANPOOL VEHICLE ASSET INVENTORY

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Public Transportation Management System**Owned Rolling Stock Inventory & Verification of Continued Use**

Fleet - RideShare and Special Use Page 1 of 2

Agency/Organization: Spokane Transit AuthorityReporting Year: 2022 (12/31/2021)

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.

Signature and Title

Date

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2008	Eldorado Cutaway	14	1FD4E45S48DB23417	U171/S71	162663	Yes	Yes	14	265,000	Yes	Yes	81,461	YES	14 + 2	G	NO
2	2008	Eldorado Cutaway	14	1FD4E45S68DB23421	U75/S175	191982	Yes	Yes	14	265,000	Yes	Yes	81,461	YES	14 + 2	G	NO
3	2008	Eldorado Cutaway	14	1FD4E45SX8DB23423	U77/S177	207635	Yes	Yes	14	265,000	Yes	Yes	81,461	YES	14 + 2	G	NO
4	2008	Eldorado Cutaway	14	1FD4E45S18DB23424	U78/S178	209543	Yes	Yes	14	265,000	Yes	Yes	81,461	YES	14 + 2	G	NO
5	2009	CHEVROLET VAN	13	1GAHG39K091154700	U144	95122	Yes	Yes	16	175,000	Yes	Yes	31,818	NO	15	G	No
6	2009	CHEVROLET VAN	13	1GAHG39K591156488	U146	84172	Yes	Yes	16	175,000	Yes	Yes	31,818	NO	15	G	No
7	2009	CHEVROLET VAN	13	1GAHG39K691156645	U148	93557	Yes	Yes	16	175,000	Yes	Yes	31,818	NO	15	G	No
8	2009	CHEVROLET VAN	13	1GAHG39K291155072	U156	92836	Yes	Yes	16	175,000	Yes	Yes	32,782	NO	15	G	No
9	2009	CHEVROLET VAN	13	1GAHG39K491155882	U166	88890	Yes	Yes	16	175,000	Yes	Yes	32,782	NO	15	G	No
10	2009	CHEVROLET VAN	13	1GAHG39KX91156289	U167	106563	Yes	Yes	16	175,000	Yes	Yes	32,782	NO	15	G	No
11	2009	CHEVROLET VAN	13	1GAHG39K891156615	U168	85035	Yes	Yes	16	175,000	Yes	Yes	32,782	NO	15	G	No
12	2010	CHEVROLET VAN	13	1GA2GYDGXA1176133	R170	101522	Yes	Yes	11	110,000	Yes	Yes	32,189	NO	12	G	No
13	2010	CHEVROLET VAN	13	1GA2GYDGA2A1176742	R175	79270	Yes	Yes	11	110,000	Yes	Yes	32,189	NO	12	G	No
14	2010	CHEVROLET VAN	13	1GA2GYDGXA1177007	R176	70915	Yes	Yes	11	110,000	Yes	Yes	32,189	NO	12	G	No
15	2010	CHEVROLET VAN	13	1GA2GYDGA1177014	R177	79123	Yes	Yes	11	110,000	Yes	Yes	32,189	NO	12	G	No
16	2010	CHEVROLET VAN	13	1GA2GYDGA1177113	R178	96185	Yes	Yes	11	110,000	Yes	Yes	32,189	NO	12	G	No
17	2010	CHEVROLET VAN	13	1GA2GYDGA1177242	R179	89138	Yes	Yes	11	110,000	Yes	Yes	32,189	NO	12	G	No
18	2011	DODGE GRAND CARAVAN	13	2D4RN4DGXBR732865	R181	80804	Yes	Yes	11	110,000	Yes	Yes	27,419	NO	7	G	No
19	2011	DODGE GRAND CARAVAN	13	2D4RN4DGBR732866	R182	66311	Yes	Yes	11	110,000	Yes	Yes	27,419	NO	7	G	No
20	2011	DODGE GRAND CARAVAN	13	2D4RN4DGBR732867	R183	64041	Yes	Yes	11	110,000	Yes	Yes	27,541	NO	7	G	No
21	2011	DODGE GRAND CARAVAN	13	2D4RN4DGBR732868	R184	84862	Yes	Yes	11	110,000	Yes	Yes	27,541	NO	7	G	No
22	2011	DODGE GRAND CARAVAN	13	2D4RN4DGBR732869	R185	66341	Yes	Yes	11	110,000	Yes	Yes	27,541	NO	7	G	No
23	2011	DODGE GRAND CARAVAN	13	2D4RN4DGBR732870	R186	87173	Yes	Yes	11	110,000	Yes	Yes	27,541	NO	7	G	No
24	2011	DODGE GRAND CARAVAN	13	2D4RN4DGBR732871	R187	102547	Yes	Yes	11	110,000	Yes	Yes	27,541	NO	7	G	No
25	2011	DODGE GRAND CARAVAN	13	2D4RN4DGBR732872	R188	73285	Yes	Yes	11	110,000	Yes	Yes	27,541	NO	7	G	No
26	2012	DODGE GRAND CARAVAN	13	2C4RDGBG5CR374077	R189	80844	Yes	Yes	11	110,000	Yes	Yes	27,387	NO	7	G	Yes
27	2012	DODGE GRAND CARAVAN	13	2C4RDGBG7CR374078	R190	93972	Yes	Yes	11	110,000	Yes	Yes	27,387	NO	7	G	Yes
28	2012	DODGE GRAND CARAVAN	13	2C4RDGBG9CR374079	R191	72100	Yes	Yes	11	110,000	Yes	Yes	27,387	NO	7	G	Yes
29	2012	DODGE GRAND CARAVAN	13	2C4RDGBG5CR374080	R192	57285	Yes	Yes	11	110,000	Yes	Yes	27,387	NO	7	G	Yes
30	2012	DODGE GRAND CARAVAN	13	2C4RDGBG7CR374081	R193	57386	Yes	Yes	11	110,000	Yes	Yes	27,387	NO	7	G	Yes
31	2012	DODGE GRAND CARAVAN	13	2C4RDGBG9CR374082	R194	65827	Yes	Yes	11	110,000	Yes	Yes	27,387	NO	7	G	Yes
32	2012	DODGE GRAND CARAVAN	13	2C4RDGBG0CR374083	R195	64941	Yes	Yes	11	110,000	Yes	Yes	27,387	NO	7	G	Yes
33	2012	CHEVROLET ELDORADO CUTAWAY	14	1GB6G5BL8C1182706	U640/S210	195721	Yes	Yes	14	265,000	Yes	Yes	106,987	YES	14 + 2	D	No
34	2013	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6C1198645	U633	268385	Yes	Yes	14	265,000	Yes	Yes	105,084	YES	14+2	D	NO
35	2013	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL5C1200093	U635	273102	Yes	Yes	14	265,000	Yes	Yes	105,084	YES	14+2	D	NO
36	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49579	R197	64188	Yes	Yes	11	110,000	Yes	Yes	29,837	NO	12	G	Yes
37	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL8DDA49580	R198	35933	Yes	Yes	11	110,000	Yes	Yes	29,837	NO	12	G	Yes
38	2013	FORD ECONOLINE XL VAN	13	1FBNE3BLXDDA49581	R199	37744	Yes	Yes	11	110,000	Yes	Yes	29,837	NO	12	G	Yes
39	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49582	R200	49081	Yes	Yes	11	110,000	Yes	Yes	29,837	NO	12	G	Yes
40	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL3DDA49583	R201	55108	Yes	Yes	11	110,000	Yes	Yes	29,837	NO	12	G	Yes
41	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL5DDA56342	R203	121560	Yes	Yes	11	110,000	Yes	Yes	29,837	NO	12	G	Yes
42	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL7DDA56343	R204	77712	Yes	Yes	11	110,000	Yes	Yes	29,837	NO	12	G	Yes
43	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL9DDA56344	R205	68158	Yes	Yes	11	110,000	Yes	Yes	29,837	NO	12	G	Yes
44	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL0DDA56345	R206	61953	Yes	Yes	11	110,000	Yes	Yes	29,837	NO	12	G	Yes
45	2014	DODGE GRAND CARAVAN	13	2C4RDGBGXR263110	R207	47701	Yes	Yes	11	110,000	Yes	Yes	26,535	NO	7	G	No
46	2014	DODGE GRAND CARAVAN	13	2C4RDGBG1ER263111	R208	35249	Yes	Yes	11	110,000	Yes	Yes	26,535	NO	7	G	No
47	2014	DODGE GRAND CARAVAN	13	2C4RDGBG3ER263112	R209	78118	Yes	Yes	11	110,000	Yes	Yes	26,535	NO	7	G	No
48	2014	DODGE GRAND CARAVAN	13	2C4RDGBG5ER263113	R210	84375	Yes	Yes	11	110,000	Yes	Yes	26,535	NO	7	G	No
49	2014	DODGE GRAND CARAVAN	13	2C4RDGBG7ER263114	R211	93734	Yes	Yes	11	110,000	Yes	Yes	26,535	NO	7	G	No
50	2014	DODGE GRAND CARAVAN	13	2C4RDGBG9ER263115	R212	81287	Yes	Yes	11	110,000	Yes	Yes	26,535	NO	7	G	No
51	2014	DODGE GRAND CARAVAN	13	2C4RDGBG0ER263116	R213	76929	Yes	Yes	11	110,000	Yes	Yes	26,535	NO	7	G	No
52	2014	DODGE GRAND CARAVAN	13	2C4RDGBG2ER263117	R214	33437	Yes	Yes	11	110,000	Yes	Yes	26,535	NO	7	G	No
53	2014	DODGE GRAND CARAVAN	13	2C4RDGBG4ER263118	R215	54506	Yes	Yes	11	110,000	Yes	Yes	26,535	NO	7	G	No
54	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL7EDA71782	R216	69248	Yes	Yes	11	110,000	Yes	Yes	29,539	NO	12	G	No
55	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL9EDA71783	R217	42304	Yes	Yes	11	110,000	Yes	Yes	29,539	NO	12	G	No
Total					55	5,057,403											\$ 2,040,936

Public Transportation Management System										I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.								
Owned Rolling Stock Inventory & Verification of Continued Use																		
Fleet - RideShare and Special Use Page 2 of 2																		
Agency/Organization: <u>Spokane Transit Authority</u> Reporting Year: <u>2022 (12/31/2021)</u>																		
										Signature and Title _____ Date _____								
No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)	
1	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL0EDA71784	R218	50,974	Yes	Yes	11	110,000	Yes	Yes	29,539	NO	12	G	No	
2	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL4EDA71786	R219	50,864	Yes	Yes	11	110,000	Yes	Yes	29,539	NO	12	G	No	
3	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL6EDA71787	R220	31,411	Yes	Yes	11	110,000	Yes	Yes	29,539	NO	12	G	No	
4	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG4E1210964	R221	45,363	Yes	Yes	11	110,000	Yes	Yes	33,102	NO	15	G	No	
5	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1211219	R222	112,176	NO	Yes	11	110,000	Yes	Yes	33,102	NO	15	G	No	
6	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1211342	R223	100,177	Yes	Yes	11	110,000	Yes	Yes	33,102	NO	15	G	No	
7	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG6E1211663	R224	42,153	Yes	Yes	11	110,000	Yes	Yes	33,102	NO	15	G	No	
8	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1211924	R225	89,112	Yes	Yes	11	110,000	Yes	Yes	33,102	NO	15	G	No	
9	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1212071	R226	80,378	Yes	Yes	11	110,000	Yes	Yes	33,102	NO	15	G	No	
10	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1212085	R227	69,246	Yes	Yes	11	110,000	Yes	Yes	33,102	NO	15	G	No	
11	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG1E1212283	R228	62,479	Yes	Yes	11	110,000	Yes	Yes	33,102	NO	15	G	No	
12	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG5E1212819	R230	78,025	Yes	Yes	11	110,000	Yes	Yes	33,102	NO	15	G	No	
13	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG4E1212911	R231	101,555	Yes	Yes	11	110,000	Yes	Yes	33,102	NO	15	G	No	
14	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG2E1213040	R232	59,456	Yes	Yes	11	110,000	Yes	Yes	33,102	NO	15	G	No	
15	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FGXE1213397	R233	43,939	Yes	Yes	11	110,000	Yes	Yes	33,102	NO	15	G	No	
16	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG2E1213765	R234	94,229	Yes	Yes	11	110,000	Yes	Yes	33,102	NO	15	G	No	
17	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1213911	R235	59,263	Yes	Yes	11	110,000	Yes	Yes	33,102	NO	15	G	No	
18	2017	TOYOTA SIENNA	13	5TDZZ3DC8HS856285	R236	40,853	Yes	Yes	11	110,000	Yes	Yes	34,904	NO	7	G	No	
19	2017	TOYOTA SIENNA	13	5TDZZ3DC0HS864705	R237	36,866	Yes	Yes	11	110,000	Yes	Yes	34,904	NO	7	G	No	
20	2017	TOYOTA SIENNA	13	5TDZZ3DCXHS869006	R238	19,977	Yes	Yes	11	110,000	Yes	Yes	34,904	NO	7	G	No	
21	2017	TOYOTA SIENNA	13	5TDZZ3DC7HS869433	R239	43,212	Yes	Yes	11	110,000	Yes	Yes	34,904	NO	7	G	No	
22	2017	TOYOTA SIENNA	13	5TDZZ3DC2HS870070	R240	27,744	Yes	Yes	11	110,000	Yes	Yes	34,904	NO	7	G	No	
23	2017	TOYOTA SIENNA	13	5TDZZ3DC5HS870208	R241	28,766	Yes	Yes	11	110,000	Yes	Yes	34,904	NO	7	G	No	
24	2017	TOYOTA SIENNA	13	5TDZZ3DC5HS870905	R242	32,351	Yes	Yes	11	110,000	Yes	Yes	34,904	NO	7	G	No	
25	2017	TOYOTA SIENNA	13	5TDZZ3DC4HS871057	R243	33,894	Yes	Yes	11	110,000	Yes	Yes	34,904	NO	7	G	No	
26	2017	FORD ECONOLINE XL VAN	13	1FBAX2CM4HKB35495	R244	74,304	Yes	Yes	11	110,000	Yes	Yes	41,155	NO	15	G	No	
27	2017	FORD ECONOLINE XL VAN	13	1FBAX2CM6HKB35496	R245	78,500	Yes	Yes	11	110,000	Yes	Yes	41,155	NO	15	G	No	
28	2017	FORD ECONOLINE XL VAN	13	1FBAX2CM3HKB58024	R246	74,641	Yes	Yes	11	110,000	Yes	Yes	41,155	NO	15	G	No	
29	2017	FORD ECONOLINE XL VAN	13	1FBAX2CMXHKB57615	R247	101,651	Yes	Yes	11	110,000	Yes	Yes	41,155	NO	15	G	No	
30	2017	FORD ECONOLINE VAN	14	1FDEE3FL3DDB12781	U741	83,649	Yes	Yes	14	265,000	Yes	Yes	20,002	YES	15	G	No	
31	2018	TOYOTA SIENNA	13	5TDZZ3DC1JS953608	R248	24,026	Yes	Yes	11	110,000	Yes	Yes	33,916	NO	7	G	Yes	
32	2018	TOYOTA SIENNA	13	5TDZZ3DC8JS954058	R249	33,804	Yes	Yes	11	110,000	Yes	Yes	33,916	NO	7	G	Yes	
33	2018	TOYOTA SIENNA	13	5TDZZ3DC6JS954267	R250	37,736	Yes	Yes	11	110,000	Yes	Yes	33,916	NO	7	G	Yes	
34	2018	TOYOTA SIENNA	13	5TDZZ3DC7JS954293	R251	37,442	Yes	Yes	11	110,000	Yes	Yes	33,916	NO	7	G	Yes	
35	2018	TOYOTA SIENNA	13	5TDZZ3DC3JS954596	R252	51,188	Yes	Yes	11	110,000	Yes	Yes	33,916	NO	7	G	Yes	
36	2018	TOYOTA SIENNA	13	5TDZZ3DC0JS954684	R253	26,218	Yes	Yes	11	110,000	Yes	Yes	33,916	NO	7	G	Yes	
37	2018	FORD X2C TRANSIT 15-PASS MR	13	1FBAX2CM5JKB21904	R254	39,360	Yes	Yes	11	110,000	Yes	Yes	41,816	NO	15	G	Yes	
38	2018	FORD X2C TRANSIT 15-PASS MR	13	1FBAX2CM7JKB21905	R255	22,658	Yes	Yes	11	110,000	Yes	Yes	41,725	NO	15	G	Yes	
39	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G8K1350417	R256	23,353	Yes	Yes	11	110,000	Yes	Yes	36,766	NO	15	G	No	
40	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G1K1350792	R257	14,340	Yes	Yes	11	110,000	Yes	Yes	36,766	NO	15	G	No	
41	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G1K1349027	R258	18,028	Yes	Yes	11	110,000	Yes	Yes	36,766	NO	15	G	No	
42	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G9K1349258	R259	22,507	Yes	Yes	11	110,000	Yes	Yes	36,766	NO	15	G	No	
43	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6GXK1352203	R260	40,510	Yes	Yes	11	110,000	Yes	Yes	36,766	NO	15	G	No	
44	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G6K1348908	R261	26,883	Yes	Yes	11	110,000	Yes	Yes	36,766	NO	15	G	No	
45	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G0K1349536	R262	24,253	Yes	Yes	11	110,000	Yes	Yes	36,766	NO	15	G	No	
46	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G3K1348509	R263	15,312	Yes	Yes	11	110,000	Yes	Yes	36,766	NO	15	G	No	
47	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G9K1350636	R264	23,226	Yes	Yes	11	110,000	Yes	Yes	36,766	NO	15	G	No	
48	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G4K1350317	R265	15,447	Yes	Yes	11	110,000	Yes	Yes	36,766	NO	15	G	No	
49	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G1K1351084	R266	26,834	Yes	Yes	11	110,000	Yes	Yes	36,766	NO	15	G	No	
50	2020	Ford X2C Transit	13	1FBAX2C88LKB40744	R267	19	Yes	Yes	11	110,000	Yes	Yes	43,751	NO	15	G	No	
51	2020	Ford X2C Transit	13	1FBAX2C8XLB40745	R268	7016	Yes	Yes	11	110,000	Yes	Yes	43,751	NO	15	G	No	
52	2020	Ford X2C Transit	13	1FBAX2C81LKB40746	R269	767	Yes	Yes	11	110,000	Yes	Yes	43,751	NO	15	G	No	
53	2020	Ford X2C Transit	13	1FBAX2C83LKB40747	R270	7717	Yes	Yes	11	110,000	Yes	Yes	43,751	NO	15	G	No	
54	2020	Ford X2C Transit	13	1FBAX2C85LKB40748	R271	19	Yes	Yes	11	110,000	Yes	Yes	43,751	NO	15	G	No	
Total					54	2,385,871						\$ 1,926,107						

SECTION 1C: ROLLING STOCK – VANPOOL VEHICLE DECISION SUPPORT CALCULATIONS

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Meets Financial Needs of SGR Results Rideshare Spokane Transit

	Vehicle Number	12/31/2020 Total Parts and Labor	Vehicle Purchase Price	12/31/2021 Avg. Total Parts and Labor	2020 LTD Plus 2021 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <30%
1	R170	\$3,468	\$26,500	\$595	\$4,063	15%	Yes
2	R172	\$3,790	\$26,500	\$595	\$4,385	17%	VG 6/21
3	R173	\$3,869	\$26,500	\$595	\$4,464	17%	VG 6/21
4	R175	\$3,183	\$26,500	\$595	\$3,778	14%	Yes
5	R176	\$2,616	\$26,500	\$595	\$3,211	12%	Yes
6	R177	\$3,532	\$26,500	\$595	\$4,127	16%	Yes
7	R178	\$3,753	\$26,500	\$595	\$4,348	16%	Yes
8	R179	\$6,972	\$26,500	\$595	\$7,567	29%	Yes
9	R181	\$5,492	\$23,300	\$738	\$6,230	27%	Yes
10	R182	\$3,414	\$23,300	\$738	\$4,152	18%	Yes
11	R183	\$3,426	\$23,300	\$738	\$4,164	18%	Yes
12	R184	\$3,581	\$23,300	\$738	\$4,319	19%	Yes
13	R185	\$3,516	\$23,300	\$738	\$4,254	18%	Yes
14	R186	\$5,525	\$23,300	\$738	\$6,263	27%	Yes
15	R187	\$5,519	\$23,300	\$738	\$6,257	27%	Yes
16	R188	\$4,981	\$23,300	\$738	\$5,719	25%	Yes
17	R189	\$5,842	\$23,739	\$807	\$6,649	28%	Yes
18	R190	\$4,203	\$23,739	\$807	\$5,010	21%	Yes
19	R191	\$2,905	\$23,739	\$807	\$3,712	16%	Yes
20	R192	\$2,948	\$23,739	\$807	\$3,755	16%	Yes
21	R193	\$2,905	\$23,739	\$807	\$3,712	16%	Yes
22	R194	\$3,489	\$23,739	\$807	\$4,296	18%	Yes
23	R195	\$3,738	\$23,739	\$807	\$4,545	19%	Yes
24	R197	\$1,950	\$26,242	\$462	\$2,412	9%	Yes
25	R198	\$1,901	\$26,242	\$462	\$2,363	9%	Yes
26	R199	\$1,523	\$26,242	\$462	\$1,985	8%	Yes
27	R200	\$1,934	\$26,242	\$462	\$2,396	9%	Yes
28	R201	\$1,701	\$26,242	\$462	\$2,163	8%	Yes
29	R203	\$4,726	\$26,242	\$462	\$5,188	20%	Yes
30	R204	\$2,411	\$26,242	\$462	\$2,873	11%	Yes
31	R205	\$2,808	\$26,242	\$462	\$3,270	12%	Yes
32	R206	\$1,710	\$26,242	\$462	\$2,172	8%	Yes
33	R207	\$1,736	\$23,715	\$504	\$2,240	9%	Yes
34	R208	\$1,481	\$23,715	\$504	\$1,985	8%	Yes
35	R209	\$2,248	\$23,715	\$504	\$2,752	12%	Yes
36	R210	\$2,399	\$23,715	\$504	\$2,903	12%	Yes
37	R211	\$2,112	\$23,715	\$504	\$2,616	11%	Yes
38	R212	\$2,714	\$23,715	\$504	\$3,218	14%	Yes

Meets Financial Needs of SGR Results Rideshare Spokane Transit

	Vehicle Number	12/31/2020 Total Parts and Labor	Vehicle Purchase Price	12/31/2021 Avg. Total Parts and Labor	2020 LTD Plus 2021 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <30%
39	R213	\$1,977	\$23,715	\$504	\$2,481	10%	Yes
40	R214	\$1,356	\$23,715	\$504	\$1,860	8%	Yes
41	R215	\$1,960	\$23,715	\$504	\$2,464	10%	Yes
42	R216	\$1,895	\$26,400	\$847	\$2,742	10%	Yes
43	R217	\$1,779	\$26,400	\$847	\$2,626	10%	Yes
44	R218	\$1,808	\$26,400	\$847	\$2,655	10%	Yes
45	R219	\$3,160	\$26,400	\$847	\$4,007	15%	Yes
46	R220	\$1,968	\$26,400	\$847	\$2,815	11%	Yes
47	R221	\$2,300	\$29,584	\$433	\$2,734	9%	Yes
48	R222	\$3,188	\$29,584	\$433	\$3,622	12%	Yes
49	R223	\$3,961	\$29,584	\$433	\$4,395	15%	Yes
50	R224	\$2,035	\$29,584	\$433	\$2,469	8%	Yes
51	R225	\$3,286	\$29,584	\$433	\$3,720	13%	Yes
52	R226	\$3,054	\$29,584	\$433	\$3,488	12%	Yes
53	R227	\$2,260	\$29,584	\$433	\$2,694	9%	Yes
54	R228	\$2,249	\$29,584	\$433	\$2,683	9%	Yes
55	R229	\$3,303	\$29,584	\$433	\$3,737	13%	VG 6/21
56	R230	\$3,117	\$29,584	\$433	\$3,551	12%	Yes
57	R231	\$5,266	\$29,584	\$433	\$5,700	19%	Yes
58	R232	\$2,432	\$29,584	\$433	\$2,866	10%	Yes
59	R233	\$2,552	\$29,584	\$433	\$2,986	10%	Yes
60	R234	\$3,238	\$29,584	\$433	\$3,672	12%	Yes
61	R235	\$3,086	\$29,584	\$433	\$3,520	12%	Yes
62	R236	\$1,278	\$32,255	\$610	\$1,889	6%	Yes
63	R237	\$902	\$32,255	\$610	\$1,512	5%	Yes
64	R238	\$808	\$32,255	\$610	\$1,418	4%	Yes
65	R239	\$646	\$32,255	\$610	\$1,257	4%	Yes
66	R240	\$880	\$32,255	\$610	\$1,491	5%	Yes
67	R241	\$703	\$32,255	\$610	\$1,313	4%	Yes
68	R242	\$1,014	\$32,255	\$610	\$1,624	5%	Yes
69	R243	\$923	\$32,255	\$610	\$1,534	5%	Yes
70	R244	\$3,090	\$38,032	\$1,263	\$4,353	11%	Awa. Disp.
71	R245	\$1,709	\$38,032	\$1,263	\$2,972	8%	Yes
72	R246	\$1,840	\$38,032	\$1,263	\$3,103	8%	Yes
73	R247	\$2,628	\$38,032	\$1,263	\$3,891	10%	Yes
74	R248	\$604	\$32,323	\$698	\$1,303	4%	Yes
75	R249	\$1,026	\$32,323	\$698	\$1,725	5%	Yes
76	R250	\$805	\$32,323	\$698	\$1,503	5%	Yes
77	R251	\$1,026	\$32,323	\$698	\$1,725	5%	Yes

Meets Financial Needs of SGR Results Rideshare Spokane Transit

	Vehicle Number	12/31/2020 Total Parts and Labor	Vehicle Purchase Price	12/31/2021 Avg. Total Parts and Labor	2020 LTD Plus 2021 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <30%
78	R252	\$902	\$32,323	\$698	\$1,601	5%	Yes
79	R253	\$774	\$32,323	\$698	\$1,472	5%	Yes
80	R254	\$772	\$39,851	\$434	\$1,206	3%	Yes
81	R255	\$806	\$39,764	\$434	\$1,240	3%	Yes
82	R256	\$434	\$35,085	\$817	\$1,251	4%	Yes
83	R257	\$434	\$35,085	\$817	\$1,251	4%	Yes
84	R258	\$434	\$35,085	\$817	\$1,251	4%	Yes
85	R259	\$512	\$35,085	\$817	\$1,329	4%	Yes
86	R260	\$434	\$35,085	\$817	\$1,251	4%	Yes
87	R261	\$434	\$35,085	\$817	\$1,251	4%	Yes
88	R262	\$434	\$35,085	\$817	\$1,251	4%	Yes
89	R263	\$434	\$35,085	\$817	\$1,251	4%	Yes
90	R264	\$434	\$35,085	\$817	\$1,251	4%	Yes
91	R265	\$434	\$35,085	\$817	\$1,251	4%	Yes
92	R266	\$434	\$35,085	\$817	\$1,251	4%	Yes
93	R267	\$0	\$40,698	\$516	\$516	1%	Yes
94	R268	\$0	\$40,698	\$474	\$474	1%	Yes
95	R269	\$0	\$40,698	\$326	\$326	1%	Yes
96	R270	\$0	\$40,698	\$384	\$384	1%	Yes
97	R271	\$0	\$40,698	\$492	\$492	1%	Yes

Meet Financial Needs of SGR Results Rideshare Special Use Vehicles

	Vehicle Number	12/31/2020 Total Parts and Labor	Vehicle Purchase Price	12/31/2021 Avg. Total Parts and Labor	2020 LTD Plus 2021 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
1	U75	\$35,715	\$66,212	\$864	\$36,578	55%	Yes/SUV
2	U77	\$36,690	\$66,212	\$864	\$37,554	57%	Yes/SUV
3	U78	\$21,043	\$66,212	\$864	\$21,907	33%	Yes/SUV
-	U114	\$5,223	\$24,237	\$0	\$5,223	22%	VG 6/21
-	U115	\$5,629	\$24,237	\$0	\$5,629	23%	VG 6/21
-	U125	\$5,348	\$21,305	\$357	\$5,705	27%	VG 6/21
4	U144	\$4,906	\$25,772	\$320	\$5,226	20%	Yes/SUV
5	U146	\$4,720	\$25,772	\$320	\$5,041	20%	Yes/SUV
6	U148	\$5,359	\$25,772	\$320	\$5,680	22%	Yes/SUV
7	U156	\$6,047	\$25,772	\$320	\$6,367	25%	Yes/SUV
-	U160	\$5,235	\$25,772	\$320	\$5,555	22%	VG 6/21

Meet Financial Needs of SGR Results Rideshare Special Use Vehicles

8	U166	\$4,320	\$26,553	\$320	\$4,641	17%	Yes/ SUV
9	U167	\$5,260	\$26,553	\$320	\$5,581	21%	Yes/ SUV
10	U168	\$6,405	\$26,553	\$320	\$6,726	25%	Yes/ SUV
-	U171	\$6,138	\$26,500	\$595	\$6,733	25%	VG 6/21
11	U633	\$34,936	\$92,422	\$2,384	\$37,320	40%	Yes/ SUV
12	U635	\$38,286	\$92,422	\$2,384	\$40,670	44%	Yes/ SUV
13	U640	\$27,651	\$92,735	\$0	\$27,651	30%	Yes/ SUV
14	U741	\$204	\$18,484	\$1,304	\$1,509	8%	Yes/ SUV

VG = Van Grant (program)

SUV stands for Special Use Vehicles (support for departmental functions or support for qualified external recipient)

NOTE:

SERVICE LIFE FOR VANS TRANSFERRED TO SPECIAL USE WILL BE EXTENDED

5 YEARS AND 65,000 ADDITIONAL MILES AND MEETS FINANCIAL NEEDS OF SGR WILL BE < 80%

SECTION 1C ROLLING STOCK - VANPOOL VEHICLE SCORECARD

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Rideshare Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
1	R170	Yes	Yes	11	Y	101,522	Y	5	594/"22"
2	R172	Yes	Yes	11	Y	103,364	Y	5	VG 6/21
3	R173	Yes	Yes	11	Y	107,348	Y	5	VG 6/21
4	R175	Yes	Yes	11	Y	79,270	Y	5	594/"22"
5	R176	Yes	Yes	11	Y	70,915	Y	5	594/"22"
6	R177	Yes	Yes	11	Y	79,123	Y	5	594/"22"
7	R178	Yes	Yes	11	Y	96,185	Y	5	594/"22"
8	R179	Yes	Yes	11	Y	89,138	Y	5	594/"22"
9	R181	Yes	Yes	10	Y	80,804	Y	5	595/"23"
10	R182	Yes	Yes	10	Y	66,311	Y	5	595/"23"
11	R183	Yes	Yes	10	Y	64,041	Y	5	595/"23"
12	R184	Yes	Yes	10	Y	84,862	Y	5	595/"23"
13	R185	Yes	Yes	10	Y	66,341	Y	5	595/"23"
14	R186	Yes	Yes	10	Y	87,173	Y	5	595/"23"
15	R187	Yes	Yes	10	Y	102,547	Y	5	595/"23"
16	R188	Yes	Yes	10	Y	73,285	Y	5	595/"23"
17	R189	Yes	Yes	9	Y	80,844	Y	5	761/"24"
18	R190	Yes	Yes	9	Y	93,972	Y	5	761/"24"
19	R191	Yes	Yes	9	Y	72,100	Y	5	761/"24"
20	R192	Yes	Yes	9	Y	57,285	Y	5	761/"24"
21	R193	Yes	Yes	9	Y	57,386	Y	5	761/"24"
22	R194	Yes	Yes	9	Y	65,827	Y	5	761/"24"
23	R195	Yes	Yes	9	Y	64,941	Y	5	761/"24"
24	R197	Yes	Yes	8	Y	64,188	Y	5	826/"25"
25	R198	Yes	Yes	8	Y	35,933	Y	5	826/"25"
26	R199	Yes	Yes	8	Y	37,744	Y	5	826/"25"
27	R200	Yes	Yes	8	Y	49,081	Y	5	826/"25"
28	R201	Yes	Yes	8	Y	55,108	Y	5	826/"25"
29	R203	Yes	Yes	8	Y	121,560	N	3	594/"22"
30	R204	Yes	Yes	8	Y	77,712	Y	5	826/"25"
31	R205	Yes	Yes	8	Y	68,158	Y	5	826/"25"
32	R206	Yes	Yes	8	Y	61,953	Y	5	826/"25"
33	R207	Yes	Yes	7	Y	47,701	Y	5	827/"26"
34	R208	Yes	Yes	7	Y	35,249	Y	5	827/"26"
35	R209	Yes	Yes	7	Y	78,118	Y	5	827/"26"
36	R210	Yes	Yes	7	Y	84,375	Y	5	827/"26"
37	R211	Yes	Yes	7	Y	93,734	Y	5	827/"26"

Vans with CIP designations in the notes are subject to change given changing conditions or strategic planning decisions made once the van has reached one of its ULB targets and are meant to act as a projected placeholder for replacement.

Rideshare Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
38	R212	Yes	Yes	7	Y	81,287	Y	5	827/"26"
39	R213	Yes	Yes	7	Y	76,929	Y	5	827/"26"
40	R214	Yes	Yes	7	Y	33,437	Y	5	827/"26"
41	R215	Yes	Yes	7	Y	54,506	Y	5	827/"26"
42	R216	Yes	Yes	7	Y	69,248	Y	5	827/"26"
43	R217	Yes	Yes	7	Y	42,304	Y	5	827/"26"
44	R218	Yes	Yes	7	Y	50,974	Y	5	827/"26"
45	R219	Yes	Yes	7	Y	50,864	Y	5	
46	R220	Yes	Yes	7	Y	31,411	Y	5	
47	R221	Yes	Yes	7	Y	45,363	Y	5	
48	R222	Yes	Yes	7	Y	112,176	N	3	594/"22"
49	R223	Yes	Yes	7	Y	100,177	Y	5	
50	R224	Yes	Yes	7	Y	42,153	Y	5	
51	R225	Yes	Yes	7	Y	89,112	Y	5	
52	R226	Yes	Yes	7	Y	80,378	Y	5	VG 6/21
53	R227	Yes	Yes	7	Y	69,246	Y	5	
54	R228	Yes	Yes	7	Y	62,479	Y	5	
55	R229	Yes	Yes	7	Y	110,636	N	5	594/"22"
56	R230	Yes	Yes	7	Y	78,025	Y	5	
57	R231	Yes	Yes	7	Y	101,555	Y	5	
58	R232	Yes	Yes	7	Y	59,456	Y	5	
59	R233	Yes	Yes	7	Y	43,939	Y	5	
60	R234	Yes	Yes	7	Y	94,229	Y	5	
61	R235	Yes	Yes	7	Y	59,263	Y	5	
62	R236	Yes	Yes	4	Y	40,853	Y	5	
63	R237	Yes	Yes	4	Y	36,866	Y	5	
64	R238	Yes	Yes	4	Y	19,977	Y	5	
65	R239	Yes	Yes	4	Y	43,212	Y	5	
66	R240	Yes	Yes	4	Y	27,744	Y	5	
67	R241	Yes	Yes	4	Y	28,766	Y	5	
68	R242	Yes	Yes	4	Y	32,351	Y	5	
69	R243	Yes	Yes	4	Y	33,894	Y	5	
70	R244	Yes	Yes	4	Y	74,152	Y	3	Awa Disp.
71	R245	Yes	Yes	4	Y	78,500	Y	5	
72	R246	Yes	Yes	4	Y	74,641	Y	5	
73	R247	Yes	Yes	4	Y	101,651	Y	5	
74	R248	Yes	Yes	3	Y	24,026	Y	5	

Vans with CIP designations in the notes are subject to change given changing conditions or strategic planning decisions made once the van has reached one of its ULB targets and are meant to act as a projected placeholder for replacement.

Rideshare Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
75	R249	Yes	Yes	3	Y	33,804	Y	5	
76	R250	Yes	Yes	3	Y	37,736	Y	5	
77	R251	Yes	Yes	3	Y	37,442	Y	5	
78	R252	Yes	Yes	3	Y	51,188	Y	5	
79	R253	Yes	Yes	3	Y	26,218	Y	5	
80	R254	Yes	Yes	3	Y	39,360	Y	5	
81	R255	Yes	Yes	3	Y	22,658	Y	5	
82	R256	Yes	Yes	2	Y	23,353	Y	5	
83	R257	Yes	Yes	2	Y	14,340	Y	5	
84	R258	Yes	Yes	2	Y	18,028	Y	5	
85	R259	Yes	Yes	2	Y	22,507	Y	5	
86	R260	Yes	Yes	2	Y	40,510	Y	5	
87	R261	Yes	Yes	2	Y	26,883	Y	5	
88	R262	Yes	Yes	2	Y	24,253	Y	5	
89	R263	Yes	Yes	2	Y	15,312	Y	5	
90	R264	Yes	Yes	2	Y	23,226	Y	5	
91	R265	Yes	Yes	2	Y	15,447	Y	5	
92	R266	Yes	Yes	2	Y	26,834	Y	5	
93	R267	Yes	Yes	1	Y	19	Y	5	
94	R268	Yes	Yes	1	Y	7,016	Y	5	
95	R269	Yes	Yes	1	Y	767	Y	5	
96	R270	Yes	Yes	1	Y	7,717	Y	5	
97	R271	Yes	Yes	1	Y	19	Y	5	

Rideshare **SUV** Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	Notes
98	U75	Yes	Yes	13	Y	171,982	Y	5	595/"23"
99	U77	Yes	Yes	13	Y	207,635	Y	5	595/"23"
100	U78	Yes	Yes	13	Y	209,543	Y	5	595/"23"
101	U114	Yes	Yes	15	Y	86,186	Y	5	VG 6/21
102	U115	Yes	Yes	15	Y	97,578	Y	5	VG 6/21
103	U125	Yes	Yes	14	Y	83,788	Y	5	VG 6/21
104	U144	Yes	Yes	12	Y	95,122	Y	5	SUV
105	U146	Yes	Yes	12	Y	84,172	Y	5	SUV
106	U148	Yes	Yes	12	Y	93,557	Y	5	SUV
107	U156	Yes	Yes	12	Y	92,836	Y	5	SUV

Vans with CIP designations in the notes are subject to change given changing conditions or strategic planning decisions made once the van has reached one of its ULB targets and are meant to act as a projected placeholder for replacement.

Rideshare **SUV** Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	Notes
108	U160	Yes	Yes	12	Y	115,601	Y	5	VG 6/21
109	U166	Yes	Yes	12	Y	88,890	Y	5	SUV
110	U167	Yes	Yes	12	Y	106,563	Y	5	SUV
111	U168	Yes	Yes	12	Y	85,035	Y	5	SUV
112	U171	Yes	Yes	11	Y	123,429	Y	5	VG 6/21
113	U633	Yes	Yes	9	Y	269,385	N	3	594/"22"
114	U635	Yes	Yes	9	Y	273,102	N	3	594/"22"
115	U640	Yes	Yes	9	Y	195,721	Y	5	SUV
116	U741	Yes	Yes	8	Y	83,649	Y	5	SUV

Vans with CIP designations in the notes are subject to change given changing conditions or strategic planning decisions made once the van has reached one of its ULB targets and are meant to act as a projected placeholder for replacement.

SUV stands for Special Use Vehicles (support for departmental functions or support for qualified external recipient) Note: Service life for vans transferred to special use will be extended 5 yrs/65k mi and meet financial needs of SGR will be 80%

Total Vehicles 116

Total Meeting SGR 116

Percentage meeting SGR 100%

Notes:

5	Vehicles with scores of "3" or "5" are in a state of good repair and contribute to STA achieving its
3	Asset Management Targets.
1	Vehicles with a score of "1" must be included in the current Capital Investment Plan (CIP) for replacement in a funded project.

Scoring Methodology:

- 1). Vehicle meeting all four elements receive a score of "5"
- 2). Vehicles meeting the safety element and two of the three remaining elements receive a score of "3"
- 3). Vehicles that do not meet the safety element automatically receive a score of "1"
- 4). Vehicles that meet the safety element but fail to meet at least two of the remaining three elements receive a score of "1"

Example:

Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)	Actual Miles Meets ULB (Y/N)	*Point Score
yes	yes	yes	yes	5
yes	yes	no	yes	3
no	yes	yes	yes	1
yes	no	no	yes	1

SECTION 2: ORGANIZATIONAL EQUIPMENT

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SECTION 2A: ORGANIZATIONAL EQUIPMENT – SUPPORT VEHICLE ASSET INVENTORY

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**Public Transportation Management System
Owned Equipment Inventory**

For Spokane Transit Authority

12/31/2021

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the grant agreement.

Signature and Title

Date

NO.	Code	Equipment Description	Condition (Points)	Age (Years)	Remaining Useful Life (Years)	Replacement Cost	Comments
1	5	62/R162 2009 Chevrolet Van	5.00	12	0	32,782.17	Assigned to F&G 2020
2	5	R-174/74 2010 Chevrolet Van	5.00	11	0	32,189.37	
3	5	80/R180 2011 Dodge Grand Caravan	5.00	10	0	27,419.11	Assigned to Planning 2020
4	5	#89 2005 Dodge Grand Caravan	5.00	16	0	27,779.75	
5	5	#91 2005 Dodge Grand Caravan	5.00	16	0	27,779.75	
6	5	#94 2005 Dodge Grand Caravan	3.00	16	0	27,779.78	
7	5	96/R196 2012 Dodge Grand Caravan	5.00	9	0	27,387.21	Assigned to F&G 2020
8	5	#101 2006 Caravan Grand Dodge	5.00	15	0	31,845.06	
9	5	R-119 2007 Chevrolet Express Passenger Van	5.00	14	0	27,221.40	
10	5	#805 1991 Heavy-Duty Tow Truck	5.00	30	0	305,398.44	
11	5	#808 1999 Ford F350 1 Ton	3.00	22	0	39,654.54	
12	5	#813 2009 F450 Ford Truck	5.00	12	0	82,131.64	
13	5	#814 2008 Chevy Uplander	5.00	13	0	24,071.64	
14	5	#815 2008 Ford F350 Truck	5.00	13	0	41,395.99	
15	5	#816 Ford F350 Truck With	5.00	13	0	43,115.20	This truck was incorrectly rated a "3" on the last condition assess., and should be a 5
16	5	#817 2008 Chevy Uplander	5.00	13	0	24,071.64	
17	5	#818 2009 Ford F450	3.00	12	0	82,091.84	
18	5	#819 2011 Ford F350 Pickup	5.00	11	0	53,366.13	
19	5	#820 2010 Ford F350 Pickup	5.00	11	0	53,414.90	
20	5	#821 2011 Ford F450	3.00	10	0	66,625.30	
21	5	#822 2011 Ford F450	3.00	10	0	66,083.78	
22	5	#823 2012 Ford F350 Truck	5.00	9	0	78,029.71	Includes Tommy Gate and Air Compressor on truck
23	5	#824 2012 Tow Truck -Freightliner	5.00	9	3	158,442.57	
24	5	#825 2016 Ford F-350 1 Ton Pickup	5.00	5	2	45,024.55	
25	5	#826 2016 Ford F450 1 Ton	5.00	5	2	53,404.14	
26	5	#827 2016 Chevrolet Colorado Truck	5.00	5	2	28,611.96	
27	5	#828 2017 Ford Service Truck	5.00	4	3	46,565.51	
28	5	#829 2018 FORD F350	5.00	3	4	35,156.03	
29	5	#830 2018 Ford F350	5.00	3	4	35,156.03	
30	5	#831 2018 Ford F350	5.00	3	4	35,156.03	
31	5	#832 2018 FORD F350	5.00	3	4	35,156.03	
32	5	#833 2019 Ford F550 Dump Truck	5.00	2	5	65,779.46	
33	5	#834 2019 Ford F550 FLAT BED	5.00	2	5	79,300.62	
34	5	#835 F750 Crane Shelter Response Vehicle	5.00	1	6	230,106.64	
35	5	#836 Ford Shelter Response Truck	5.00	1	5	48,200.08	
36	5	#837 Ford Shelter Response Truck	5.00	1	5	47,857.26	
37	5	#838 2022 Ford F350 4X4	5.00	0	7	38,130.78	
38	5	#839 2022 Ford F350 4X4	5.00	0	7	37,796.91	
39	5	#840 2022 Ford F350 4X4	5.00	0	7	37,796.91	
40	5	#841 2022 Ford F350 4X4 SRW	5.00	0	7	37,796.91	
41	5	#929 2007 Ford Taurus	1.00	15	0	19,893.02	This vehicle was deemed a total loss by the insurance company due to an accident in 2021.

**Public Transportation Management System
Owned Equipment Inventory**

For Spokane Transit Authority

12/31/2021

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the grant agreement.

							Signature and Title	Date
42	5	#932 2007 Toyota Prius	5.00	14	0	32,383.52		
43	5	#940 2010 Ford Pickup	5.00	11	0	28,691.29		
44	5	#945 2013 Ford Escape SE	5.00	8	0	29,710.51		
45	5	#946 2013 Ford Escape SE	5.00	8	0	29,710.51		
46	5	#947 2014 Ford Escape SE	5.00	7	0	28,699.93		
47	5	#948 2014 Ford Escape SE	5.00	7	0	28,699.93		
48	5	#949 2015 Ford Fusion	5.00	6	0	21,147.13		
49	5	#950 2016 Ford Focus	5.00	6	1	18,046.74		
50	5	#951 2017 Ford Police Interceptor	5.00	4	3	32,841.55		
51	5	#952 2018 Ford F150	5.00	3	4	39,818.08		
52	5	#953 2018 Ford F150 4X4	5.00	3	4	39,316.22		
53	5	#954 2018 Ford F150 4X4	5.00	3	4	38,965.89		
54	5	#955 2018 Ford F150 4X4	5.00	3	4	38,965.89		
55	5	#956 2018 Ford F150 4X4	5.00	3	4	38,965.89		
56	5	#957 2019 Ford Escape	1.00	-	-	26,796.44	This vehicle was deemed a total loss by the insurance company due to an accident in 2021.	
57	5	#958 2019 Ford Escape AWD	5.00	2	4	26,796.44		
58	5	#959 2019 Ford Escape SE AWD	5.00	2	4	27,146.30		
59	5	#960 2019 Ford Escape SE AWD	5.00	2	4	26,796.44		
60	5	#961 2021 Ford Escape SE AWD	5.00	0	6	27,906.50		
61	5	#962 2021 Ford Escape SE AWD	5.00	0	6	27,906.50		
Total							\$2,946,277	

SECTION 2A: ORGANIZATIONAL EQUIPMENT – SUPPORT VEHICLE DECISION SUPPORT CALCULATIONS

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Meets Financial Needs of SGR Results Non Rev Vehicle Spokane Transit

	Vehicle Number	2020 LTD Total Parts & Labor	Vehicle Purchase Price	12/31/2021 Total Parts and Labor	12/31/2021 Plus LTD Cost in Total Parts and Labor	Cost %	Meets Financial Needs of SGR <50%
1	62	\$4,664	\$26,553	\$0	\$4,664	18%	Yes
2	74	\$2,513	\$26,500	\$310	\$2,823	11%	Yes
3	80	\$6,094	\$23,284	\$597	\$6,691	29%	Yes
4	89	\$9,356	\$20,482	\$372	\$9,727	47%	Yes
5	91	\$5,922	\$20,482	\$27	\$5,949	29%	Yes
6	94	\$11,629	\$20,482	\$450	\$12,078	59%	No
7	96	\$5,222	\$23,739	\$82	\$5,304	22%	Yes
8	101	\$6,450	\$24,237	\$103	\$6,553	27%	Yes
9	119	\$4,235	\$21,305	\$760	\$4,995	23%	Yes
10	805	\$42,636	\$157,033	\$288	\$42,924	27%	Yes
11	808	\$32,216	\$24,941	\$45	\$32,262	129%	No
12	813	\$8,798	\$66,525	\$292	\$9,090	14%	Yes
13	814	\$9,213	\$19,565	\$0	\$9,213	47%	Yes
14	815	\$13,353	\$33,647	\$306	\$13,659	41%	Yes
15	816	\$11,003	\$35,044	\$1,078	\$12,081	34%	Yes
16	817	\$4,879	\$19,565	\$144	\$5,023	26%	Yes
17	818	\$14,693	\$19,565	\$398	\$15,091	77%	No
18	819	\$11,939	\$43,933	\$1,696	\$13,635	31%	Yes
19	820	\$8,796	\$43,973	\$204	\$9,000	20%	Yes
20	821	\$11,311	\$56,577	\$929	\$12,240	22%	Yes
21	822	\$11,216	\$56,117	\$724	\$11,939	21%	Yes
22	823	\$2,842	\$67,635	\$255	\$3,097	5%	Yes
23	824	\$1,339	\$137,335	\$0	\$1,339	1%	Yes
24	825	\$4,015	\$45,070	\$28	\$4,043	9%	Yes
25	826	\$10,909	\$53,458	\$178	\$11,086	21%	Yes
26	827	\$1,962	\$28,640	\$7,155	\$9,117	32%	Yes
27	828	\$1,408	\$43,040	\$1,378	\$2,787	6%	Yes
28	829	\$2,674	\$33,500	\$123	\$2,796	8%	Yes
29	830	\$2,677	\$33,500	\$45	\$2,721	8%	Yes
30	831	\$2,648	\$33,500	\$301	\$2,949	9%	Yes
31	832	\$2,583	\$33,500	\$284	\$2,867	9%	Yes
32	833	\$25	\$62,773	\$172	\$197	0%	Yes
33	834	\$31	\$75,676	\$0	\$31	0%	Yes
34	835	\$0	\$224,101	\$987	\$987	0%	Yes
35	836	\$0	\$46,942	\$128	\$128	0%	Yes
36	837	\$0	\$46,608	\$100	\$100	0%	Yes
37	838	\$0	\$38,131	\$0	\$0	0%	Yes
38	839	\$0	\$37,797	\$0	\$0	0%	Yes
39	840	\$0	\$37,797	\$0	\$0	0%	Yes
40	841	\$0	\$37,797	\$0	\$0	0%	Yes

Meets Financial Needs of SGR Results Non Rev Vehicle Spokane Transit

	Vehicle Number	2020 LTD Total Parts & Labor	Vehicle Purchase Price	12/31/2021 Total Parts and Labor	12/31/2021 Plus LTD Cost in Total Parts and Labor	Cost %	Meets Financial Needs of SGR <50%
41	929	\$3,141	\$15,140	\$243	\$3,384	22%	Totalled Acc.
42	932	\$8,346	\$25,345	\$100	\$8,446	33%	Yes
43	940	\$7,927	\$19,565	\$144	\$8,071	41%	Yes
44	945	\$7,812	\$26,130	\$803	\$8,615	33%	Yes
45	946	\$12,283	\$26,130	\$433	\$12,716	49%	Yes
46	947	\$6,801	\$25,650	\$180	\$6,981	27%	Yes
47	948	\$2,759	\$25,650	\$100	\$2,859	11%	Yes
48	949	\$1,107	\$18,925	\$0	\$1,107	6%	Yes
49	950	\$2,354	\$18,065	\$544	\$2,898	16%	Yes
50	951	\$10,397	\$30,400	\$622	\$11,019	36%	Yes
51	952	\$10,043	\$36,800	\$419	\$10,462	28%	Yes
52	953	\$4,203	\$37,135	\$1,056	\$5,259	14%	Yes
53	954	\$4,087	\$37,135	\$1,214	\$5,300	14%	Yes
54	955	\$3,034	\$37,135	\$633	\$3,667	10%	Yes
55	956	\$2,845	\$37,135	\$1,109	\$3,953	11%	Yes
56	957	\$429	\$25,931	\$83	\$512	2%	Totalled Acc.
57	958	\$268	\$25,572	\$431	\$698	3%	Yes
58	959	\$101	\$25,905	\$208	\$309	1%	Yes
59	960	\$198	\$25,572	\$0	\$198	1%	Yes
60	961	\$0	\$27,907	\$240	\$240	1%	Yes
61	962	\$0	\$27,907	\$240	\$240	1%	Yes

SECTION 2A: ORGANIZATIONAL EQUIPMENT – SUPPORT VEHICLE SCORECARD

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Non Revenue Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N) Non Revenue and Service Vehicles do not have a defined service life.		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
						= Gen Srv	200,000		
						=Fac Grds	150,000		
						=Veh Mnt.	100,000		
1	62	Yes	Yes	12	Y	78,038	Y	5	
2	74	Yes	Yes	11	Y	116,353	Y	5	
3	80	Yes	Yes	10	Y	122,919	Y	5	
4	89	Yes	Yes	16	Y	140,795	Y	5	
5	91	Yes	Yes	16	Y	81,353	Y	5	817/"21"
6	94	Yes	No	16	Y	121,168	Y	3	
7	96	Yes	Yes	9	Y	111,335	Y	5	
8	101	Yes	Yes	15	Y	124,997	Y	5	
9	119	Yes	Yes	14	Y	147,936	Y	5	
10	805	Yes	Yes	30	Y	34,678	Y	5	
11	808	Yes	No	22	Y	91,534	Y	3	349/"21"
12	813	Yes	Yes	13	Y	138,633	Y	5	
13	814	Yes	Yes	13	Y	120,525	Y	5	
14	815	Yes	Yes	13	Y	104,082	Y	5	816/"21"
15	816	Yes	Yes	13	Y	127,102	Y	5	816/"21"
16	817	Yes	Yes	13	Y	108,210	Y	5	
17	818	Yes	No	11	Y	52,932	Y	3	778/"?"
18	819	Yes	Yes	10	Y	126,057	Y	5	816/"21"
19	820	Yes	Yes	10	Y	125,050	Y	5	816/"21"
20	821	Yes	Yes	10	Y	152,481	N	3	509/"22"
21	822	Yes	Yes	10	Y	162,858	N	3	509/"22"
22	823	Yes	Yes	9	Y	20,008	Y	5	
23	824	Yes	Yes	8	Y	17,173	Y	5	
24	825	Yes	Yes	5	Y	26,589	Y	5	
25	826	Yes	Yes	4	Y	17,422	Y	5	
26	827	Yes	Yes	5	Y	33,295	Y	5	778/"?"
27	828	Yes	Yes	4	Y	72,777	Y	5	
28	829	Yes	Yes	3	Y	27,684	Y	5	
29	830	Yes	Yes	3	Y	25,362	Y	5	
30	831	Yes	Yes	3	Y	30,398	Y	5	
31	832	Yes	Yes	3	Y	29,527	Y	5	
32	833	Yes	Yes	2	Y	8,338	Y	5	
33	834	Yes	Yes	2	Y	3,978	Y	5	
34	835	Yes	Yes	0	Y	1,589	Y	5	
35	836	Yes	Yes	1	Y	9,052	Y	5	
36	837	Yes	Yes	1	Y	11,695	Y	5	
37	838	Yes	Yes	0	Y	5	Y	5	
38	839	Yes	Yes	0	Y	5	Y	5	
39	840	Yes	Yes	0	Y	6	Y	5	

Non Revenue Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N) Non Revenue and Service Vehicles do not have a defined service life.		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
						= Gen Srv	200,000		
						=Fac Grds	150,000		
						=Veh Mnt.	100,000		
40	841	Yes	Yes	0	Y	6	Y	5	Not Assigned
41	929	No/Acc.	No/Acc.	14	Y	65,635	Y	1	
42	932	Yes	Yes	14	Y	184,180	Y	5	
43	940	Yes	Yes	11	Y	115,915	Y	5	536/"21"
44	945	Yes	Yes	8	Y	156,678	Y	5	559/"22"
45	946	Yes	Yes	8	Y	177,339	Y	5	536/"21"
46	947	Yes	Yes	7	Y	62,904	Y	5	818/"26"
47	948	Yes	Yes	7	Y	10,145	Y	5	
48	949	Yes	Yes	6	Y	29,010	Y	5	
49	950	Yes	Yes	5	Y	88,984	Y	5	818/"26"
50	951	Yes	Yes	4	Y	72,355	Y	5	559/"22"
51	952	Yes	Yes	3	Y	110,912	Y	5	760/"24"
52	953	Yes	Yes	3	Y	91,792	Y	5	760/"24"
53	954	Yes	Yes	3	Y	76,590	Y	5	
54	955	Yes	Yes	3	Y	87,555	Y	5	
55	956	Yes	Yes	3	Y	94,234	Y	5	
56	957	No/Acc.	No/Acc.	2	Y	34,514	Y	1	536/"21"
57	958	Yes	Yes	2	Y	59,135	Y	5	776/"25"
58	959	Yes	Yes	2	Y	39,470	Y	5	
59	960	Yes	Yes	2	Y	7,146	Y	5	
60	961	Yes	Yes	0	Y	5	Y	5	
61	962	Yes	Yes	0	Y	5	Y	5	
Percentage meeting SGR		Total Vehicles		61					
		Total Meeting SGR		56					
				92%					

Notes:

5	Vehicles with scores of "3" or "5" are in a state of good repair and contribute to STA achieving its
3	Asset Management Targets.
1	Vehicles with a score of "1" must be included in the current Capital Investment Plan (CIP) for replacement in a funded project.

Scoring Methodology:

- 1). Vehicle meeting all four elements receive a score of "5"
- 2). Vehicles meeting the safety element and two of the three remaining elements receive a score of "3"
- 3). Vehicles that do not meet the safety element automatically receive a score of "1"
- 4). Vehicles that meet the safety element but fail to meet at least two of the remaining three elements receive a score of "1"

Non Revenue Vehicle Condition Score Card

Example:

Is the Vehicle Safe? (Yes/No	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)	Actual Miles Meets ULB (Y/N)	*Point Score
yes	yes	yes	yes	5
yes	yes	no	yes	3
no	yes	yes	yes	1
yes	no	no	yes	1

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**SECTION 2B: ORGANIZATIONAL EQUIPMENT – OWNED EQUIPMENT –
MAJOR SUBSYSTEMS ASSET INVENTORY**

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Public Transportation Management System**Owned Equipment Inventory**

in accordance

For Spokane Transit Authority**12/31/2021**

Signature and Title

Date

I hereby certify that all information reported in the inventories reflects true, accurate and

complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used

with the grant agreement.

NO.	Code	Equipment Description	Condition (Points)	Age (Years)	Remaining Useful Life (Years)	Replacement Cost	Comments
1	9	#308 Boom Aerial Lift Platform	3.00	35	0	\$ 72,401.58	
2	9	Double Spindle Brake Drum Lathe	2.00	34	0	81,475.43	
3	16	Van Washer	3.00	27	0	141,788.85	Located at North Boone building 1230 W. Boone Ave.
4	16	Historical Display	4.50	26	0	114,470.40	Various Inland Empire System, Spokane Street Railway Co., Spokane United Railways, Spokane Traction Co., Spokane City Lines and WWP, historical photographs.
5	16	Steam Pit Lift	3.50	17	0	211,306.69	
6	9	Six Post Hoist	3.00	14	0	58,849.81	
7	16	Emergency Generator	4.00	13	8	113,750.89	Located on Boone Campus
8	16	Bus Vacuum System	4.00	13	0	157,480.34	
9	9	FSX Machine	4.00	13	0	70,813.61	
10	9	Tennant Floor Scrubber	3.00	13	0	61,430.48	
11	2	Odyssey Fareboxes-Qty 22	3.00	14	0	358,079.46	
12	2	Cash Boxes -Paratransit-Qty 98	3.00	10	0	123,650.26	
13	2	Farebox- 36" Odyssey-Qty 146	3.00	10	0	2,790,968.72	
14	16	Emergency Generator-Qty 2	4.00	8	12	365,025.56	Located at South Boone building 1230 W. Boone Ave.
15	9	#318 Floor Scrubber	3.00	7	1	65,942.82	
16	9	2015 GENIE BOOM - TOWABLE	4.00	2	6	50,240.92	Unlicensed, replacement value exceeded 50K in 2021
17	9	#325 Bobcat Toolcat Utility work machine	4.50	4	4	82,696.33	
18	16	Emergency Generator	4.00	3	17	109,491.08	Located at 1212 Sharp Ave
19	9	2019 Toyota Forklift	4.50	2	6	58,697.69	
20	16	Emergency Generator	4.50	2	6	457,675.12	Located in Boone NW Garage, 1224 Cedar St.
21	9	M30 TENNANT FLOOR SCRUBBER	5.00	1	2	103,346.19	
22	9	New Flyer BEB Tooling Kit & Accessories	5.00	0	8	193,066.06	
23	16	Stingray Cabinet parts Washer	5.00	0	8	100,418.87	This parts washer is integral to performing maintenance but is moored to the building.
24	9	Set of 6 mobile column bus lifts	5.00	0	8	72,070.16	
25	2	Vaulting System -FSC	3.00	10	0	169,631.61	
26	2	Vaulting System -Boone	3.00	10	0	224,020.71	
27	2	Coin Sorter/Counter/Computer/Conveyor Belt/Audit Un	4.00	10	0	74,859.01	
28	2	Vaulting System- Boone NW Garage	5.00	2	4	111,100.71	
29	11	Vanpool MCD Navigation System SW	4.00	2	1	339,953.85	This is incorrectly labeled Vanpool and should read Paratransit.
30	4	TSI On-board camera project-HW/SW	5.00	0	7	2,433,257.62	
31	4	Smart Bus CAD/AVL Software & Hardware	4.00	5	0	5,453,543.97	
32	4	Fleetwatch Fluid Management System	5.00	3	12	629,566.20	
Total						15,451,071.00	

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SECTION 2B: ORGANIZATIONAL EQUIPMENT – OWNED EQUIPMENT – MAJOR SUBSYSTEMS DECISION SUPPORT CALCULATIONS

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OWNED EQUIPMENT SUB ASSET CONDITION SCORING METHODOLOGY, ASSET CONDITION CRITERIA RATING

Asset CONDITION CRITERIA				Asset RATING SCALE		
Asset Useful Life Benchmark (ULB)	Asset Condition	Asset Performance	Asset Level of Maintenance Required	Rating	Rating Description	Rating Range
Percent of ULB Based on age remaining	Quality , Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventative and Corrective Maintenance			
Asset is new or nearly new 75% - 100%	Asset is new or like new	Asset meets or exceeds all performance and reliability metrics, industry standards	Asset requires routine preventative maintenance according to scheduled maintenance cycles	5	Excellent	4.8 -5.0
Asset is nearing or at its mid-point of ULB 50% - 75%	Asset is showing minimal signs of wear and deterioration	Asset generally meets performance and reliability, based on manufacturer's performance standards	Asset needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 -4.7
Asset has passed its mid- point of ULB 25%- 50%	Asset is showing moderate signs of defective or deteriorated components	Asset's performance and reliability may decrease and cause service interruption for non-scheduled maintenance	Asset needs more frequent minor repairs on subcomponents	3	Adequate	3.0 - 3.9
Asset is nearing or at end of its ULB 0% - 25%	Asset's major subcomponents need to be rebuilt or replaced	Asset performance and reliability is becoming more substantial, but does not pose safety risk	Asset's maintenance is significant - increased repairs between preventative maintenance cycles	2	Marginal	2.0 - 2.9
Asset passed its ULB	Asset is no longer serviceable	Asset does not meet performance standards and would pose safety hazard if put in service	Major component failures	1	Poor	1.0 -1.9

Owned Equipment Asset Scoring 2021

Asset	Percent of ULB Based on age remaining	Quality , Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventative and Corrective Maintenance	Aggregated Score
#308 Boom Aerial Lift Platfrom	3	3	3	3	3.0
Double Spindle Brake Drum Lathe	2	2	2	2	2.0
Van Washer	3	3	3	3	3.0
Historical Display	3	5	5	5	4.5
Steam Pit Lift	4	3	4	3	3.5
Six Post Hoist	3	3	3	3	3.0
Emergency Generator N. Boone	4	4	4	4	4.0
Bus Vacuum System	4	4	4	4	4.0
FSX Machine	4	4	4	4	4.0
Tennant Floor Scrubber	3	3	3	3	3.0
Odyssey Fareboxes-Qty 22	3	3	3	3	3.0
Cash Boxes-Paratransit-Qty 98	3	3	3	3	3.0
Farebox-36" Odyssey-Qty 146	3	3	3	3	3.0
Emergency Generator-Qty 2 Boone/SW	4	4	4	4	4.0
#318 Floor Scrubber	3	3	3	3	3.0
2015 Genie Boom-Towable	4	4	4	4	4.0
#325 Bobcat Toolcat Utility Work Machine	5	4	5	4	4.5
Emergency Generator 1212 Sharp	4	4	4	4	4.0
2019 Toyota Forklift	4	5	5	4	4.5
Emergency Generator BNWG	4	5	5	4	4.5
M30 Tennant Floor Scrubber	5	5	5	5	5.0
New Flyer BEB Tooling Kit & Accessory	5	5	5	5	5.0
Stingray Cabinet Parts Washer	5	5	5	5	5.0
Set of 6 Mobile Column Bus Lifts	5	5	5	5	5.0
Vaulting System-FSC	3	3	3	3	3.0
Vaulting System-Boone	3	3	3	3	3.0
Coin Sorter/Counter/CPU/Conveyor Belt	4	4	4	4	4.0
Vaulting System-Boone NW Garage	5	5	5	5	5.0
Paratransit* MCD Navigation System SW	4	4	4	4	4.0
TSI On-Board Camera Project-HS/SW	5	5	5	5	5.0
Fleetwatch Fluid Management System	5	5	5	5	5.0
Smart Bus CAD/AVL Software/Hardware	4	4	4	4	4.0

*This was mislabeled as "Vanpool" and has been reflected to read "Paratransit". See notes in inventory sheet.

SECTION 2B: ORGANIZATIONAL EQUIPMENT – OWNED EQUIPMENT –
MAJOR SUBSYSTEMS SCORE CARD

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F/G OWNED EQUIPMENT MAJOR SUBSYSTEMS, BY FACILITY				Notes: Asset Replace CIP Number
	Equipment Description	Condition Score	Meets SGR	
1229 W. Boone Avenue				
1	Historical Display	4.5	Yes	
2	Emergency Generator Qty (2)	4.0	Yes	
3	Steam Pit Lift	3.5	Yes	
4	Bus Vacuum System	4.0	Yes	
5	M30 TENNANT FLOOR SCRUBBER	5.0	Yes	
6	#325 BOBCAT TOOLCAT UTILITY WORK MACHINE	4.5	Yes	
7	#318 Floor Scrubber	3.0	Yes	
8	#308 Boom Aerial Lift Platform	3.0	Yes	
9	Coin Sorter/Counter/CPU/Conveyor Belt	4.0	Yes	
10	Double Spindle Brake Drum Lathe	2.0	No	*
11	Six Post Hoist	3.0	Yes	
12	Tennet Floor Scrubber	3.0	Yes	
13	FSX Machine	4.0	Yes	
14	2019 TOYOTA FORKLIFT	4.5	Yes	
15	Fleetwatch Fluid Management System	5.0	Yes	
16	New Flyer BEB Tooling Kit & Accessories	5.0	Yes	
17	Set of 6 Mobile Column Bus Lifts	5.0	Yes	
18	Stingray Cabinet Parts Washer	5.0	Yes	
19	Vaulting System-Boone	3.0	Yes	
20	Farebox- 36" Odyssey (Qty 146)	3.0	Yes	
21	TSI On-Board Camera Project-HS/SW	5.0	Yes	
22	Smart Bus CAD/AVL Software/Hardware	4.0	Yes	
23	2015 Genie Boom-Towable	4.0	Yes	
24	Odyssey Fareboxes-Qty 22	3.0	Yes	
* Since the F/R Brake Lathe is no longer supported by the manufacturer, we may choose to buy standard brake kits for the coaches that do not require a lathe to cut drums and shoes. The lathe is still operational and our fleet is also transitioning to disc brakes.				
1230 W. Boone Avenue				
25	Emergency Generator	4.0	Yes	
26	Van Washer	3.0	Yes	
27	Cash Boxes -Paratransit (Qty 98)	3.0	Yes	
28	Paratransit MCD Navigation System SW	4.0	Yes	
Boone NW Garage				
29	BNWG Emergency Generator	4.5	Yes	
30	Vaulting System-Boone NW Garage	5.0	Yes	

1212 Sharp Avenue (Paratransit Ops)				
31	EMERGENCY GENERATOR	4.0	Yes	
Fleck Service Center				
32	Vaulting System-FSC	3.0	Yes	

Total Equipment Assets	32
Total Assets Meeting SGR	31
Percentage Meeting SGR	97%

SECTION 2C: ORGANIZATIONAL EQUIPMENT – OWNED EQUIPMENT – INFORMATION SYSTEMS ASSET INVENTORY

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**Public Transportation Management System
Owned Equipment Inventory**

For Spokane Transit Authority

12/31/2021

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the grant agreement.

Signature and Title

Date

NO.	Code	Equipment Description	Condition (Points)	Age (Years)	Remaining Useful Life (Years)	Replacement Cost	Comments
1	4	Software-Licensing Trapeze	3.00	24	0	209,218.98	
2	4	Fiberoptic Connection	4.00	0	0	56,084.22	
3	4	POS Inventory Control System-Software	3.00	11	0	137,847.12	Added 00129 to total 2020
4	3	Security Camera System-2010	3.00	11	0	909,025.14	
5	4	Trapeze Software	4.00	10	0	911,520.20	Including Scheduling Fx/Blockbuster, Plan, Agent, IVR, Web, Pass Cert, Pass-SPV, Utilities Mapmaker, Flexible Rt, and Pass Ops
6	4	Trapeze Software-Info Com	4.00	9	0	39,161.37	Upgrade/addition to original Trapeze software-Com
7	3	Security Camera System-2012	3.00	9	0	320,963.57	Security Camera System-Boone & VTC
8	4	Trapeze Timekeeping System	4.00	9	0	266,696.16	
9	4	Software - Vanpool	2.00	8	0	73,060.58	
10	4	Trapeze-Info IVR Update	4.00	7	0	49,839.71	Upgrade/addition to original Trapeze software-IVR
11	4	Dell Servers - Qty 2	1.00	6	0	111,012.70	
12	8	Radio Communications Replacement	4.50	5	10	5,601,208.53	
13	10	Real Time Signs and Software	2.00	4	1	182,880.87	Remaining are located at Valley Transit Center (2), and Jefferson Lot (1) & SW
14	4	Trapeze Software- Ridepro, Pass SUS	4.00	4	0	115,317.03	
15	4	Tyler Munis ERP Software	5.00	4	0	1,482,513.28	
16	10	Digital Signs and Software-WPTC 2018	2.00	3	2	101,790.09	Located at West Plains Transit Center
17	4	Network Storage-Pure Storage Flash-2018	5.00	3	0	138,915.19	
18	4	Cisco Blade Chassis	5.00	3	0	89,565.72	
19	4	Trapeze-INFO-Web G3 Responsive Migrati	4.00	2	1	25,049.70	Upgrade/addition to original Trapeze software-Web G3 Responsive Migration
20	4	EMC Unity 300 video storage server	5.00	2	1	97,950.48	
21	4	Cisco ASR1001-HX Router	5.00	1	2	75,296.71	
22	4	Cisco IP Phone Equipment/Software	5.00	1	2	242,902.74	
23	4	Cisco S3260 Storage Server	5.00	1	2	82,142.33	
24	4	Pure Storage Flash Blade-HW/SW	5.00	0	3	130,262.28	
25	4	Beyond Trust Remote Access SW	5.00	0	3	76,416.93	
26	4	Cisco Blade Server & Chassis (2)	5.00	0	3	118,537.89	
27	4	Trapeze PASS enhancement module	5.00	0	3	398,332.66	
28	4	Trapeze Viewpoint module	5.00	0	3	200,545.38	
29	4	Palo Alto Network Edge Firewalls-Qty 2	5.00	0	3	68,356.53	
Total						\$12,312,414	

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SECTION 2C: ORGANIZATIONAL EQUIPMENT – OWNED EQUIPMENT – INFORMATION SYSTEMS DECISION SUPPORT CALCULATIONS

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OWNED EQUIPMENT SUB ASSET CONDITION SCORING METHODOLOGY, ASSET CONDITION CRITERIA RATING

Asset CONDITION CRITERIA				Asset RATING SCALE		
Asset Useful Life Benchmark (ULB)	Asset Condition	Asset Performance	Asset Level of Maintenance Required	Rating	Rating Description	Rating Range
Percent of ULB Based on age remaining	Quality , Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventative and Corrective Maintenance			
Asset is new or nearly new 75% - 100%	Asset is new or like new	Asset meets or exceeds all performance and reliability metrics, industry standards	Asset requires routine preventative maintenance according to scheduled maintenance cycles	5	Excellent	4.8 -5.0
Asset is nearing or at its mid-point of ULB 50% - 75%	Asset is showing minimal signs of wear and deterioration	Asset generally meets performance and reliability, based on manufacturer's performance standards	Asset needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 -4.7
Asset has passed its mid- point of ULB 25%- 50%	Asset is showing moderate signs of defective or deteriorated components	Asset's performance and reliability may decrease and cause service interruption for non-scheduled maintenance	Asset needs more frequent minor repairs on subcomponents	3	Adequate	3.0 - 3.9
Asset is nearing or at end of its ULB 0% - 25%	Asset's major subcomponents need to be rebuilt or replaced	Asset performance and reliability is becoming more substantial, but does not pose safety risk	Asset's maintenance is significant - increased repairs between preventative maintenance cycles	2	Marginal	2.0 - 2.9
Asset passed its ULB	Asset is no longer serviceable	Asset does not meet performance standards and would pose safety hazard if put in service	Major component failures	1	Poor	1.0 -1.9

Owned Equipment IT Asset Scoring 2021

Asset	Percent of ULB Based on age remaining	Quality , Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventative and Corrective Maintenance	Aggregated Score
Software-Licensing Trapeze	3	3	3	3	3.0
Fiberoptic Connection	4	4	4	4	4.0
POS Inventory Control System-Software	3	3	3	3	3.0
Security Camera System-2010	3	3	3	3	3.0
Trapeze Software	4	4	4	4	4.0
Trapeze Software-Info Com	4	4	4	4	4.0
Security Camera System-2012	3	3	3	3	3.0
Trapeze Timekeeping System	4	4	4	4	4.0
Software-Vanpool	2	2	2	2	2.0
Trapeze-Info IVR Update	4	4	4	4	4.0
Dell Servers-Qty 2	1	1	1	1	1.0
Radio Communications Replacement	5	4	4	5	4.5
Real Time Signs and Software	2	2	2	2	2.0
Trapeze Software-Ridepro, Pass SUS	4	4	4	4	4.0
Tyler Munis ERP/EAM Software	5	5	5	5	5.0
Digital Signs and Software-WPTC 2018	2	2	2	2	2.0
Network Storage-Pure Storage Flash-2018	5	5	5	5	5.0
Cisco Blade Chassis	5	5	5	5	5.0
Trapeze-INFO-Web G3 Responsive Migr.	4	4	4	4	4.0
EMC Unity 300 video storage server	5	5	5	5	5.0
Cisco ASR1001-HX Router	5	5	5	5	5.0
Cisco IP Phone Equipment/Software	5	5	5	5	5.0
Cisco S3260 Storage Server	5	5	5	5	5.0
Pure Storage Flash Blade-HW/SW	5	5	5	5	5.0
Beyond Trust Remote Access SW	5	5	5	5	5.0
Cisco Blade Server & Chassis (2)	5	5	5	5	5.0
Trapeze PASS enhancement module	5	5	5	5	5.0
Trapeze Viewpoint module	5	5	5	5	5.0
Palo Alto Network Edge Firewalls-Qty 2	5	5	5	5	5.0

SECTION 2C: ORGANIZATIONAL EQUIPMENT – OWNED EQUIPMENT – INFORMATION SYSTEMS SCORECARD

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OWNED EQUIPMENT INFORMATION SYSTEMS SCORE CARD				Notes: CIP Number
	Equipment Description	Condition Score	Meets SGR	
1	Software-Licensing Trapeze	3.0	Yes	
2	Fiberoptic Connection	4.0	Yes	
3	POS Inventory Control System-Software	3.0	Yes	
4	Security Camera System-2010	3.0	Yes	
5	Trapeze Software	4.0	Yes	
6	Trapeze Software-Info Com	4.0	Yes	
7	Security Camera System-2012	3.0	Yes	
8	Trapeze Timekeeping System	4.0	Yes	
9	Software-Vanpool	2.0	No	566 or 603, 758
10	Trapeze-Info IVR Update	4.0	Yes	
11	Dell Servers-Qty 2	1.0	No	566 or 603, 758
12	Radio Communications Replacement	4.5	Yes	
13	Real Time Signs and Software	2.0	No	796
14	Trapeze Software-Ridepro, Pass SUS	4.0	Yes	
15	Tyler Munis ERP/EAM Software	5.0	Yes	Upgrade 2021
16	Digital Signs and Software-WPTC 2018	2.0	No	796
17	Network Storage-Pure Storage Flash-2018	5.0	Yes	
18	Cisco Blade Chassis	5.0	Yes	
19	Trapeze-INFO-Web G3 Responsive Migration	4.0	Yes	
20	EMC Unity 300 Video Storage Server	5.0	Yes	
21	Cisco ASR1001-HX Router	5.0	Yes	
22	Cisco IP Phone Equipment/Software	5.0	Yes	
23	Cisco S3260 Storage Server	5.0	Yes	
24	Pure Storage Flash Blade-HW/SW	5.0	Yes	
25	Beyond Trust Remote Access SW	5.0	Yes	
26	Cisco Blade Server and Chassis (2)	5.0	Yes	
27	Trapeze PASS Enhancement Module	5.0	Yes	
28	Trapeze Viewpoint Module	5.0	Yes	
29	Palo Alto Network Edge Firewalls-Qty 2	5.0	Yes	

Total Information Systems Equipment 29

Total Inform Sys Equip Meeting SGR 25

Percentage Meeting SGR 86.2%

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SECTION 3: FACILITIES

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SECTION 3A: FACILITIES – OWNED FACILITIES ASSET INVENTORY

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Public Transportation Management System
Owned Facilities Inventory (2 pages)

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the grant agreement.

Agency/Organization: Spokane Transit Authority
Reporting Year: 2022 (12/31/2021)

 2-14-22
Signature and Title Date

Facility Code	Facility Name	Acquisition Year	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost	Comments
23	Boone Street Avenue	1997 and Prior	4.1	34	26	26,228,790	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit. This facility went through an extensive upgrade during 2015 and 2016 to make it more energy efficient. Facility has had over \$8 million in facility upgrades or replacement since built with another \$2.4 million scheduled to be expensed over the years 2017-2022. In 2018, STA placed in service a renovation of office space and reception area providing better accessibility, safety and security. A new fueling system was also installed in the maintenance facility. In 2020 Boone campus energy savings project completed along with permanent fencing and gating improvements. In 2021 Boone improvement projects consisted of: elevator repair/replacement, energy savings upgrades, in-ground lighted pit repair, installation of railed fall protection for battery electric bus maintenance, body shop door upgrade to accommodate future double decker buses and installation of a single mode fiber optic cable. Asset meets or exceeds all performance standards and requires only Preventative Maintenance and corrective maintenance.
	1998					20,092	
	1999					16,568	
	2000					107,165	
	2001					16,307	
	2005					125,245	
	2006					53,309	
	2007					203,645	
	2008					462,669	
	2009					559,893	
	2010					3,959	
	2011					980,848	
	2012					2,486,408	
	2013					740,031	
	2014					61,606	
	2016					2,670,345	
	2017					122,573	
	2018					824,217	
	2020					962,160	
	2021					503,342	
21	Fleetwatch Fueling System	2018	5.0	3	12	571,599	Fleetwatch Fueling System located within the maintenance facility at 1230 W Boone. Added Boone NW Garage to Fleetwatch Fueling System in 2019.
23	Paint Booth	2019	5.0	2	13	1,561,147	Vehicle Paint Booth located within the South Boone building bus garage.
21	Bus Washer	2016	4.0	5	5	1,037,194	Bus Washer located within the maintenance facility at 1230 W Boone Ave. Installed in 2016, only requires normal preventative maintenance.
24	Boone Non-Diesel Underground Fuel Storage Tanks	2021	5.0	0	20	610,191	Replacement of non-diesel underground storage tanks located on the 1230 West Boone campus.
11	Charles Fleck Center	1997 and Prior	4.0	30	13	4,311,373	This maintenance building is located at South 123 Bowdish, Spokane Valley, WA. The facility is a 21,300 sq. foot maintenance and operations building serving the Spokane Valley area. The roof was replaced and insulation upgraded in 2016. A chain link fence was added in 2017. STA has \$8.5 Million slated for upgrades to Fleck center preservation through 2022, many of the components are slated for replacement in 2020, including HVAC, Garage doors, and Emergency Generator. In 2020 ESCO, energy savings upgrades project completed.
		2016				215,471	
		2017				20,881	
		2020				1,713,930	
9	Park & Rides	1997 and Prior	4.2	31	variable	482,027	Spokane Transit currently serves 14 park and ride lots. These park and ride lots are located throughout the transit service area. STA has \$150 thousand dollars slated for preservation of existing park and rides through 2022. Facilities are holding up very well, they are all cinderblock construction that require little maintenance. Asset meets normal performance standards. In 2018, STA placed in service a new transit center in the West Plains area providing direct connections between the cities of Medical Lake, Cheney, Eastern Washington University, Airway Heights and the City of Spokane. In 2019, STA constructed new transit centers at Spokane Community College and Spokane Falls Community Colleges which replaced existing stations. In 2020, STA placed in service a new transit center in South Spokane (Moran Prairie) on 57th and Palouse Highway. This facility is expected to draw commuters from southeast Spokane traveling to employment centers within Spokane and act as a gathering point for vanpool commuters traveling throughout the region.
		1998				1,482,415	
		2000				207,556	
		2001				643,001	
		2003				1,356,083	
		2007				1,080,456	
		2009				2,710	
		2012				67,717	
		2013				8,404	
		2014				33,196	
		2015				39,799	
		2016				119,444	
		2017				505,114	
		2018				6,946,761	
		2019				3,032,359	
		2020				4,736,810	
1	Moran P&R BEB Charging Station	2021	5.0	0	12	1,131,499	Moran Park & Ride battery electric bus charging station project completed and put into service in 2021. Spokane Transit currently has a fleet of 14 battery electric buses.
1	Spokane Community College P&R BEB Charging Station	2021	5.0	0	12	1,180,330	Spokane Community College Park & Ride battery electric bus charging station project completed and put into service in 2021. This charging station will also serve the City Line HPT project upon HPT completion. Spokane Transit currently has a fleet of 14 battery electric buses.
6	Pence Cole Center	1997 and Prior	4.1	31	23	3,913,904	The center is located at 4th and University, Spokane Valley, WA. The center contains a 580 sq. foot building which houses a security office and restrooms. The passenger waiting area is covered and heated. The Center will accommodate 236 cars. Security is provided by Spokane Transit to randomly check all park and ride lots. This center had its bathrooms and waiting area redone in 2015. In 2020 parking lot lighting was installed. There is little maintenance required to this facility with an occasional glass replacement due to vandalism. This facility meets normal performance standards.
		2013				40,227	
		2014				399,023	
		2015				11,296	
		2020				29,504	

**Public Transportation Management System
Owned Facilities Inventory (2 pages)**

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Agency/Organization: Spokane Transit Authority
Reporting Year: 2022 (12/31/2021)

B. R. B. A. 2-14-22
Signature and Title Date

Facility Code	Facility Name	Acquisition Year	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost	Comments
16	Shelters	1997 and Prior	0.5	29	0	436,142	Spokane Transit maintains 168 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit. STA has \$500 thousand dollars scheduled for shelter preservation and replacement.
		1998	1.0	23	0	12,604	
		2006	2.5	15	0	59,536	
		2007	2.5	14	0	11,074	
		2009	2.5	12	0	19,579	
		2010	2.5	11	0	12,842	
		2012	3.0	9	1	18,296	
		2013	3.5	8	2	20,189	
		2014	3.5	7	3	168,953	
		2015	4.0	6	4	34,881	
		2016	4.0	5	5	16,475	
		2017	4.0	4	6	48,758	
		2018	4.5	3	7	157,416	
		2019	4.5	2	8	205,509	
		2020	5.0	1	4	193,726	
		2021	5.0	0	5	51,283	
17	The Plaza	1997 and Prior	4.0	24	26	26,143,469	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit. STA has \$2.17 Million slated for Plaza preservation through 2022. This facility shows minimal signs of wear and tear, asset meets performance standards and requires only preventative maintenance and minor repairs. In 2018, STA placed in service a renovation project which brought transit operation, customer amenities and retail shops to the first floor while enhancing accessibility, safety and security. In 2020 The Plaza's garage doors were replaced. In 2021 The Plaza was improved with HPT Platforms, remodel of 1st floor restrooms and interior escalator wall guard.
		1998				43,868	
		1999				45,074	
		2002				61,155	
		2007				30,939	
		2010				56,136	
		2012				386,843	
		2013				24,680	
		2016				39,514	
		2018				5,396,491	
		2020				143,211	
		2021				1,069,006	
24	The Plaza Automated Control System	2019	5.0	1	6	259,799	The Plaza building automated control system installed in 2019.
23	1212 Sharp Ave	2014	3.8	6	14	1,126,438	Sharp Avenue Administration and Operations Facility for Paratransit and Vanpool Divisions. This facility is located at 1212 W. Sharp Avenue. This is a 6,384 square foot facility. In 2019 improvements were added including external stair replacement and West Annex sidewalk access. In 2020 three heat/air units were installed.
		2018				26,258	
		2019				126,528	
		2020				30,921	
11	Boone NW Garage	2019	5.0	1	24	9,137,060	Boone NW Garage is a 68,640 sq. foot vehicle storage and maintenance facility located at 1224 Cedar St. (Across the street from Boone Administration building.) This building has restrooms, bus washer, battery electric bus charging station and capacity to house a variable number of vehicles depending on vehicle size. Included in this total is Boone NWG Garage access system, land improvements, permanent fencing, and the security system. In 2020 mechanical service improvements projects completed. In 2021 Key Watcher Mgmt System installed.
		2020	5.0			7,852	
		2021	5.0			12,323	
24	BNWG Underground Fuel Storage Tanks	2019	5.0	1	24	264,128	The Boone NW Garage new construction underground fuel storage tank installation.
21	BNWG Bus Washer	2019	5.0	1	9	341,272	Bus Washer located within the vehicle storage and maintenance facility at 1224 Cedar St. Installed in 2019, requires normal preventative maintenance.
1	BNWG BEB Charging Station	2021	5.0	0	12	3,467,819	Battery electric bus charging station located within the vehicle storage and maintenance facility at 1224 Cedar St. Project completed and put into service in 2021. Spokane Transit currently has a fleet of 14 battery electric buses.
Total Replacement Cost						\$ 124,348,637	
*Footnote: 2020 Replacement factor changed to CPI Inflation Rate							

SECTION 3A: FACILITIES – OWNED FACILITIES DECISION SUPPORT CALCULATIONS

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1212 Sharp/Para Operation

All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook:
Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, slab, pilings, etc.	4	*	

2).	Shell			
	Secondary Score		Primary Score	3.5
	Superstructure/structural frame: Columns, pillars, walls	4	**	
	Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4		
	Exterior: Windows, doors and all finishes (paint, masonry)	3		
	Deck: Structure, railings	3		

3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Stairs: Interior stairs and landings	4		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	3.75
	Fixtures	3	***	
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

	Primary Scores in Ascending Order				Aggregated rating
1	4				
2	3.5				
3	4				
4	NA			3.83	
5	3.75				
6	3.5				
7	NA				
8	4.25				
9	4				
10	3.67				

6).	HVAC			
<i>Secondary Score</i>			<i>Primary Score</i>	3.5
<i>Energy supply</i>		3	****	
<i>Heat generation & distribution system</i>		3		
<i>Cooling generation & distribution system</i>		4	*****	
<i>Testing, balancing, controls & instrumentation</i>		4		

7).	Fire Protection			
<i>Secondary Score</i>			<i>Primary Score</i>	N/A
N/A				

8).	Electrical			
<i>Secondary Score</i>			<i>Primary Score</i>	4.25
<i>Electrical service and distribution</i>		4	*****	
<i>Lighting & branch wiring (interior/exterior)</i>		5		
<i>Communications & security</i>		4		
<i>Lightning protection, generators and emergency lighting</i>		4		

9).	Equipment			
<i>Secondary Score</i>			<i>Primary Score</i>	4
<i>Emergency Generator</i>		4		

10).	Site			
<i>Secondary Score</i>			<i>Primary Score</i>	3.67
<i>Roadways/driveways & associated signage, markings & equipment.</i>		4		
<i>Parking lots & associated signage, markings & equipment.</i>		4		
<i>Pedestrian areas & associated signage, markings & equipment.</i>		3		
<i>Site development, fences, walls and miscellaneous structures.</i>		3		
<i>Landscaping and irrigation</i>		4		
<i>Site utilities</i>		4		

* Score improved from 3 to 4 due to roof repair that resolved a leak at the basement foundation.

**Score remained a 3 but noted that the South deck needs replaced but the East entrance walk was replaced.

***Rain water drainage improved from a 3 to 4 due to a repair made from the roof drain to the underground drain that resolved flooding in the basement.

****HVAC energy supply and heat generation and distribution system downgraded from a 4 to a 3 due to age of the rooftop units. There is a note that they are well maintained.

*****Cooling generation & distribution and testing, balancing, controls and instrumentation upgraded from a 3 to 4 due to replacement of basement heat pumps.

*****Lighting & branch wiring (int/ext) upgraded from 3 to 5 due to all lighting upgraded to LED.

1229 W Boone Avenue

All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook:
Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, slab, pilings, etc.			
		4		

2).	Shell			
	Secondary Score		Primary Score	3.75
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4		
	Exterior: Windows, doors and all finishes (paint, masonry)	3		
	Sky walk: Windows, doors, beams and all finishes (paint, masonry)	4		

3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Stairs: Interior stairs and landings	4		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	Conveyance			
	Secondary Score		Primary Score	4
	Elevators	5		
	Hoists	3		
	Lifts	4		

5).	Plumbing			
	Secondary Score		Primary Score	4
	Fixtures	4		
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

	Primary Scores in Ascending Order		Aggregated rating
1	4		
2	3.75		
3	4		
4	4		
5	4		
6	3.75		
7	4		
8	4.25		
9	4		
10	4		
11	4.75		
			4.05

6).

HVAC			
Secondary Score		Primary Score	3.75
Energy supply	4	**	
Heat generation & distribution system	4		
Cooling generation & distribution system	3		
Testing, balancing, controls & instrumentation	4	***	

7).

Fire Protection			
Secondary Score		Primary Score	4
Sprinklers	4		
Standpipes	4		
Hydrants & other fire protection specialties	4		

8).

Electrical			
Secondary Score		Primary Score	4
Electrical service and distribution	3	****	
Lighting & branch wiring (interior/exterior)	5	*****	
Communications & security	4		
Lightning protection, generators and emergency lighting	4		

9).

Equipment			
Secondary Score		Primary Score	4
Emergency Generator	4		
Transit Vehicle Washer	4		

10).

Site			
Secondary Score		Primary Score	4
Roadways/driveways & associated signage, markings & equipment.	4		
Parking lots & associated signage, markings & equipment.	4		
Pedestrian areas & associated signage, markings & equipment.	4		
Site development, fences, walls and miscellaneous structures.	3		
Landscaping and irrigation	4		
Site utilities	4		

11	Maintenance Bays and Pits		
	<i>Secondary Score</i>		<i>Primary Score</i> 4.75
	Maint. Pit 1 Concrete Walls/Flooring/Stairs	5	
	Maint. Pit 1 Metal Supports/Grates/Oil Catch	5	
	Maint. Pit 2 Concrete Walls/Flooring/Stairs	5	
	Maint. Pit 2 Metal Supports/Grates/Oil Catch	5	
	Maint. Pit 3 Concrete Walls/Flooring/Stairs	5	
	Maint. Pit 3 Metal Supports/Grates/Oil Catch	5	
	Maint. Pit BS Concrete Walls/Flooring/Stairs	4	
	Maint. Pit BS Metal Supports/Grates/Oil Catch	4	

*Elevator score improved from a 3 to 5 due to the elevator being rebuilt in 2021.
**Heat generation and distribution system improved from 3 to 4 due to overhaul PM performed
***HVAC testing, balancing, controls & instrumentation improved from 3 to 4 due to HVAC units balanced.
****Due to age and restricted capacity of current electrical infrastructure to accommodate future expansion of the system needs, the score was decreased from a 4 to 3.
*****Lighting and branch wiring improved from a 3 to 5 due to full LED replacement.

1230 W Boone Avenue

All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook:
Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, slab, pilings, etc.			
		4		

2).	Shell			
	Secondary Score		Primary Score	4
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4		
	Exterior: Windows, doors and all finishes (paint, masonry)	3		
	Sky walk: Windows, doors, beams and all finishes (paint, masonry)	4		

3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Stairs: Interior stairs and landings	4		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	Conveyance			
	Secondary Score		Primary Score	4
	Elevators	5		
	Hoists	3		
	Lifts	4		

5).	Plumbing			
	Secondary Score		Primary Score	4
	Fixtures	4		
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

	Primary Scores in Ascending Order		Aggregated rating
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
	4	4	4.10
	4	4	
	4	4	
	4	4	
	4	4	
	4.75	4	
	4	4	
	4.25	4	
	4	4	
	4	4	

6).	HVAC			
Secondary Score		Primary Score	4.75	
Energy supply		4		
Heat generation & distribution system		5		**
Cooling generation & distribution system		5		**
Testing, balancing, controls & instrumentation		5		**
7).	Fire Protection			
Secondary Score		Primary Score	4	
Sprinklers		4		
Standpipes		4		
Hydrants & other fire protection specialties		4		
8).	Electrical			
Secondary Score		Primary Score	4.00	
Electrical service and distribution		3		***
Lighting & branch wiring (interior/exterior)		5		****
Communications & security		4		
Lightning protection, generators and emergency lighting		4		
9).	Equipment			
Secondary Score		Primary Score	4.00	
Bus wash		3		
Historical Displays		5		
Steam Pit		3		
Emergency Generator		4		
Bus Vac System		4		
FSX Machine		4		
Floor Scrubber		5		*****
10).	Site			
Secondary Score		Primary Score	4.00	
Roadways/driveways & associated signage, markings & equipment.		4		
Parking lots & associated signage, markings & equipment.		5		*****
Pedestrian areas & associated signage, markings & equipment.		4		
Site development, fences, walls and miscellaneous structures.		3		
Landscaping and irrigation		4		
Site utilities		4		

*Elevators improved from a 3 to 5 as the unit was rebuilt in 2021.

**Heating, Cooling, testing, balancing, and control instrumentation improved from 4 to 5 as all were replaced in 2021.

***Due to age and restricted capacity of current electrical infrastructure to accommodate future expansion of the system needs, the score was decreased from a 4 to 3.

****All interior/exterior lighting improved from a 4 to 5 due to full LED replacement in 2021.

*****Floor scrubber score improved from a 3 to 5 due to replacement in 2020.

*****Parking lot improved from a 4 to 5 as it was crack sealed and recoated in 2021.

Charles "Fleck" Center

All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook:
Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, slab, pilings, etc.			
		4		

2).	Shell			
	Secondary Score		Primary Score	4.67
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	5		
	Exterior: Windows, doors and all finishes (paint, masonry)	5	*	

3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Stairs: Interior stairs and landings	4		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	Conveyance			
	Secondary Score		Primary Score	3
	Elevators	3		

5).	Plumbing			
	Secondary Score		Primary Score	4
	Fixtures	4		
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

	Primary Scores in Ascending Order		Aggregated rating
1	4		
2	4.67		
3	4		
4	3		
5	4		4.02
6	4.75		
7	4		
8	3.75		
9	5		
10	3.5		
11	3.5		

6).	HVAC				
	Secondary Score		**	Primary Score	4.75
	Energy supply	4			
	Heat generation & distribution system	5			
	Cooling generation & distribution system	5			
	Testing, balancing, controls & instrumentation	5			

7).	Fire Protection			
	Secondary Score		Primary Score	4
	Sprinklers	4		
	Standpipes	4		
	Hydrants & other fire protection specialties	4		

8).	Electrical					
	Secondary Score				Primary Score	3.75
	Electrical service and distribution	4	***			
	Lighting & branch wiring (interior/exterior)	5				
	Communications & security	3				
Lightning protection, generators and emergency lighting	3					

9).	Equipment			
	Secondary Score		Primary Score	5
	Emergency Generator	5		

10).	Site				
	Secondary Score			Primary Score	3.50
	Roadways/driveways & associated signage, markings & equipment.	4	****		
	Parking lots & associated signage, markings & equipment.	3			
	Pedestrian areas & associated signage, markings & equipment.	3			
	Site development, fences, walls and miscellaneous structures.	4			
	Landscaping and irrigation	3			
	Site utilities	4			

11).	Maintenance Bays and Pits				
	Secondary Score			Primary Score	3.5
	Maint. Pit Concrete Walls/Flooring/Stairs	4			
	Maint. Pit Metal Supports/Grates/Oil Catch	3			

*Windows, doors and all finishes upgraded from a 3 to 5 due to all garage doors being replaced in 2021.

**Heating generation & distribution upgraded from a 2 to 5 as these were replaced with new units in 2021.

***Lighting and branch wiring upgraded from a 3 to 5 due to full LED replacement in 2021.

****Parking lot downgraded from a 4 to 3 as there are areas that are sinking.

Indian Trail EOL

All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, slab, pilings, etc.	4		
2).	Shell			
	Secondary Score		Primary Score	4
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4		
	Exterior: Windows, doors and all finishes (paint, masonry)	4		
3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Finishes: Materials used on walls, floors and ceilings	4		
4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			
5).	Plumbing			
	Secondary Score		Primary Score	4
	Fixtures	4		
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		
6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	4		

	Primary Scores in Ascending Order		Aggregated rating
1	4		
2	4		
3	4		
4	NA	4	
5	4		
6	4		
7	NA		
8	4		
9	NA		
10	4		

7).	Fire Protection			
	<i>Secondary Score</i>		<i>Primary Score</i>	N/A
	N/A			

8).	Electrical			
	<i>Secondary Score</i>		<i>Primary Score</i>	4
	<i>Electrical service and distribution</i>	4		
	<i>Lighting & branch wiring (interior/exterior)</i>	4		

9).	Equipment			
	<i>Secondary Score</i>		<i>Primary Score</i>	N/A
	N/A			

10).	Site			
	<i>Secondary Score</i>		<i>Primary Score</i>	4
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	4		
	<i>Parking lots & associated signage, markings & equipment.</i>	4		
	<i>Site utilities</i>	4		

STA Plaza

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Basement: materials, insulation, slab, etc.	4		
2).	Shell			
	Secondary Score		Primary Score	3.75
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	3		
	Exterior: doors and all finishes (paint, masonry)	4		
3).	Interiors			
	Secondary Score		Primary Score	3.75
	Partitions: Walls, interior doors, fittings and signage	4		
	Stairs: Interior stairs and landings	3		
	Finishes: Materials used on walls, floors and ceilings	4		
4).	Conveyance			
	Secondary Score		Primary Score	5
	Escalators	5		
	Ellevators	5		
5).	Plumbing			
	Secondary Score		Primary Score	4
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		
6).	HVAC			
	Secondary Score		Primary Score	3.5
	Energy supply	4		
	Heat generation & distribution system	3		
	Cooling systems, chiller cooling towers	3		

	Primary Scores in Ascending Order		Aggregated rating
1	4		
2	3.75		
3	3.75		
4	5	4	
5	4		
6	3.5		
7	4		
8	4		
9	NA		
10	3.75		

7).	Fire Protection		
	<i>Secondary Score</i>		<i>Primary Score</i> 4
	<i>Sprinklers</i>	4	
	<i>Standpipes</i>	4	
	<i>Hydrants & other fire protection specialties</i>	4	

8).	Electrical		
	<i>Secondary Score</i>		<i>Primary Score</i> 4
	<i>Electrical service and distribution</i>	4	
	<i>Lighting & branch wiring (interior/exterior)</i>	4	
	<i>Communications & security</i>	4	
	<i>Lightning protection, generators and emergency lighting</i>	4	

9).	Fare Collection Equipment		
	<i>Secondary Score</i>		<i>Primary Score</i> N/A
	N/A		

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i> 3.75
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	4	
	<i>Parking lots & associated signage, markings & equipment.</i>	4	
	<i>Pedestrian areas & associated signage, markings & equipment.</i>	3	
	<i>Site development, fences, walls and miscellaneous structures.</i>	4	
	<i>Site utilities</i>		

5 Mile Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Landing, shelters materials, slab, etc.	4		

2).	Shell			
	Secondary Score		Primary Score	4.5
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
	Exterior: doors and all finishes (paint, masonry)	5		

3).	Interiors			
	Secondary Score		Primary Score	3.5
	Partitions: Walls, interior doors, fittings and signage	4		
	Finishes: Materials used on walls, floors and ceilings	3		

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	4
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	4		

	Primary Scores in Ascending Order	Aggregated rating
1	4	
2	4.5	
3	3.5	
4	NA	4.04
5	4	
6	4	
7	NA	
8	4.25	
9	NA	
10	4	

7).	Fire Protection			
	<i>Secondary Score</i>		<i>Primary Score</i>	N/A
	N/A			

8).	Electrical			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.25
	<i>Electrical service and distribution</i>	4	**	
	<i>Lighting & branch wiring (interior/exterior)</i>	5		
	<i>Communications & security</i>	4		
	<i>Lightning protection, generators and emergency lighting</i>	4		

9).	Fare Collection Equipment			
	<i>Secondary Score</i>		<i>Primary Score</i>	N/A
	N/A			

10).	Site			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	4	***	
	<i>Parking lots & associated signage, markings & equipment.</i>	5		
	<i>Pedestrian areas & associated signage, markings & equipment.</i>	4		
	<i>Site development, fences, walls and miscellaneous structures.</i>	4		
	<i>Landscaping and irrigation</i>	3		
	<i>Site utilities</i>	4		

*Finishes remained at a 3 but it was noted that the floors need refinished and the walls painted.

**Lighting and branch wiring improved from a 3 to a 5 due to full LED install in 2021.

***Parking lot surface improved from a 4 to a 5 due to crack seal and recoat in 2021.

West Plains Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018.

1).	Substructure			
	Secondary Score		Primary Score	5
	Foundation: Walls, column, pilings, etc.	5		
	Landing, shelters materials, slab, etc.	5		

2).	Shell			
	Secondary Score		Primary Score	5
	Superstructure/structural frame: Columns, pillars, walls	5		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	5		
	Exterior: doors and all finishes (paint, masonry)	5		

3).	Interiors			
	Secondary Score		Primary Score	5
	Partitions: Walls, interior doors, fittings and signage	5		
	Finishes: Materials used on walls, floors and ceilings	5		

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	5
	Water distribution	5		
	Sanitary Waste	5		
	Rain water drainage	5		

6).	HVAC			
	Secondary Score		Primary Score	5
	Energy supply	5		
	Heat generation & distribution system	5		

7).	Fire Protection			
	Secondary Score		Primary Score	N/A
	N/A			

	Primary Scores in Ascending Order		Aggregated rating
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
	5	5	4.98
	5	5	
	5	5	
	NA	5	
	5	5	
	5	5	
	NA	5	
	5	5	
	NA	5	
	5	5	
	4.83	5	

8).	Electrical			
<i>Secondary Score</i>			<i>Primary Score</i>	5
<i>Electrical service and distribution</i>		5		
<i>Lighting & branch wiring (interior/exterior)</i>		5		
<i>Communications & security</i>		5		
<i>Lightning protection, generators and emergency lighting</i>		5		

9).	Fare Collection Equipment			
<i>Secondary Score</i>			<i>Primary Score</i>	N/A
N/A				

10).	Site			
<i>Secondary Score</i>			<i>Primary Score</i>	4.83
<i>Roadways/driveways & associated signage, markings & equipment.</i>		5		
<i>Parking lots & associated signage, markings & equipment.</i>		5		
<i>Pedestrian areas & associated signage, markings & equipment.</i>		4	*	
<i>Site development, fences, walls and miscellaneous structures.</i>		5		
<i>Landscaping and irrigation</i>		5		
<i>Site utilities</i>		5		

*Pedestrian area downgraded from a 5 to 4 due to chipped curb on the platform.

Hastings Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Landing, shelters materials, slab, etc.	4		
2).	Shell			
	Secondary Score		Primary Score	4.5
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
	Exterior: doors and all finishes (paint, masonry)	5		
3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Finishes: Materials used on walls, floors and ceilings	4		
4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			
5).	Plumbing			
	Secondary Score		Primary Score	4
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		
6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	4		*
7).	Fire Protection			
	Secondary Score		Primary Score	N/A
	N/A			

Primary Scores in Ascending Order		Aggregated rating
1	4	
2	4.5	
3	4	
4	NA	
5	4	
6	4	
7	NA	
8	4.25	
9	NA	
10	3.83	

8).	Electrical			
<i>Secondary Score</i>			<i>Primary Score</i>	4.25
<i>Electrical service and distribution</i>		4	**	
<i>Lighting & branch wiring (interior/exterior)</i>		5		
<i>Communications & security</i>		4		
<i>Lightning protection, generators and emergency lighting</i>		4		

9).	Fare Collection Equipment			
<i>Secondary Score</i>			<i>Primary Score</i>	N/A
N/A				

10).	Site			
<i>Secondary Score</i>			<i>Primary Score</i>	3.83
<i>Roadways/driveways & associated signage, markings & equipment.</i>		4	***	
<i>Parking lots & associated signage, markings & equipment.</i>		5		
<i>Pedestrian areas & associated signage, markings & equipment.</i>		3		
<i>Site development, fences, walls and miscellaneous structures.</i>		3		
<i>Landscaping and irrigation</i>		4		
<i>Site utilities</i>		4		

*No change in HVAC but noted that the heater in the maintenance closet was replaced.

**Lighting and branch wiring improved from a 4 to 5 due to full LED install in 2021.

***Parking lot improved from a 4 to 5 due to crack seal and seal coat applied in 2021.

Northwest Boone Garage Maintenance/Parking Facility

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).

Substructure			
Secondary Score		Primary Score	5
Foundation: Walls, column, pilings, etc.	5		
Landing, shelters materials, slab, etc.	5		

2).

Shell			
Secondary Score		Primary Score	5
Superstructure/structural frame: Columns, pillars, walls	5		
Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	5		
Exterior: doors and all finishes (paint, masonry)	5		

3).

Interiors			
Secondary Score		Primary Score	5
Partitions: Walls, interior doors, fittings and signage	5		
Finishes: Materials used on walls, floors and ceilings	5		

4).

Conveyance			
Secondary Score		Primary Score	N/A
N/A			

5).

Plumbing			
Secondary Score		Primary Score	5
Fixtures	5		
Water distribution	5		
Sanitary Waste	5		
Rain water drainage	5		

6).

HVAC			
Secondary Score		Primary Score	5
Energy supply	5		
Heat generation & distribution system	5		
Testing, balancing, controls and instrmtn	5		
Chimneys and vents	N/A		

Primary Scores in Ascending Order		Aggregated rating
1	5	5
2	5	
3	5	
4	NA	
5	5	
6	5	
7	5	
8	5	
9	5	
10	5	

7).

Fire Protection			
<i>Secondary Score</i>		<i>Primary Score</i>	5
Sprinklers	5		
Stand Pipes	5		
Hydrants & other fire protection specialties	5		

8).

Electrical			
<i>Secondary Score</i>		<i>Primary Score</i>	5
Electrical service and distribution	5		
Lighting & branch wiring (interior/exterior)	5		
Communications & security	5		
Lightning protection	5		

9).

Equipment			
<i>Secondary Score</i>		<i>Primary Score</i>	5
Bus wash	5		
Emergency Generator	5		
Diesel Fueling Station	5		

10).

Site			
<i>Secondary Score</i>		<i>Primary Score</i>	5
Roadways/driveways & associated signage, markings & equipment.	5		
Parking lots & associated signage, markings & equipment.	5		
Pedestrian areas & associated signage, markings & equipment.	5		
Site development, fences, walls and miscellaneous structures.	5		
Landscaping and irrigation	5		
Site utilities	5		

Jefferson Lot Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Landing, shelters materials, slab, etc.	4		
2).	Shell			
	Secondary Score		Primary Score	4
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
	Exterior: doors and all finishes (paint, masonry)	4		
3).	Interiors			
	Secondary Score		Primary Score	N/A
	N/A			
4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			
5).	Plumbing			
	Secondary Score		Primary Score	4
	Rain water drainage	4		
6).	HVAC			
	Secondary Score		Primary Score	N/A
	N/A			
7).	Fire Protection			
	Secondary Score		Primary Score	N/A
	N/A			

Primary Scores in Ascending Order		Aggregated rating
1	4	
2	4	
3	NA	
4	NA	3.92
5	4	
6	NA	
7	NA	
8	4	
9	NA	
10	3.60	

8).	Electrical		
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Electrical service and distribution</i>		4	
<i>Lighting & branch wiring (interior/exterior)</i>		4	
<i>Communications & security</i>		4	
<i>Lightning protection, generators and emergency lighting</i>		4	

9).	Fare Collection Equipment		
<i>Secondary Score</i>		<i>Primary Score</i>	N/A
N/A			

10).	Site		
<i>Secondary Score</i>		<i>Primary Score</i>	3.60
<i>Roadways/driveways & associated signage, markings & equipment.</i>		4	
<i>Parking lots & associated signage, markings & equipment.</i>		4	
<i>Pedestrian areas & associated signage, markings & equipment.</i>		4	
<i>Site development, fences, walls and miscellaneous structures.</i>		2	*
<i>Site utilities</i>		4	

*Walls at the Jefferson lot were downgraded from a 3 to 2 for wall repair.

K-Street Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Landing, shelters materials, slab, etc.	4		

2).	Shell			
	Secondary Score		Primary Score	4.5
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
	Exterior: doors and all finishes (paint, masonry)	5		

3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	4
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	4		

7).	Fire Protection			
	Secondary Score		Primary Score	N/A
	N/A			

	Primary Scores in Ascending Order	Aggregated rating
1	4	
2	4.5	
3	4	
4	NA	4.13
5	4	
6	4	
7	NA	
8	4.25	
9	NA	
10	4.17	

8).	Electrical			
<i>Secondary Score</i>			<i>Primary Score</i>	4.25
<i>Electrical service and distribution</i>		4	*	
<i>Lighting & branch wiring (interior/exterior)</i>		5		
<i>Communications & security</i>		4		
<i>Lightning protection, generators and emergency lighting</i>		4		

9).	Fare Collection Equipment			
<i>Secondary Score</i>			<i>Primary Score</i>	N/A
N/A				

10).	Site			
<i>Secondary Score</i>			<i>Primary Score</i>	4.17
<i>Roadways/driveways & associated signage, markings & equipment.</i>		4	**	
<i>Parking lots & associated signage, markings & equipment.</i>		5		
<i>Pedestrian areas & associated signage, markings & equipment.</i>		4		
<i>Site development, fences, walls and miscellaneous structures.</i>		4		
<i>Landscaping and irrigation</i>		4		
<i>Site utilities</i>		4		

*Lighting and branch wiring upgraded from a 4 to 5 due to full LED install in 2021.

**Parking lot upgraded from a 4 to 5 due to crack seal and seal coat in 2021.

Liberty Lake Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Landing, shelters materials, slab, etc.	4		

2).	Shell			
	Secondary Score		Primary Score	4.33
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
	Exterior: doors and all finishes (paint, masonry)	5	*	

3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	4
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	4		

7).	Fire Protection			
	Secondary Score		Primary Score	N/A
	N/A			

	Primary Scores in Ascending Order		Aggregated rating
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
	4		
	4.33		
	4		
	NA		4.01
	4		
	4		
	NA		
	4.25		
	NA		
	3.5		

8).	Electrical			
<i>Secondary Score</i>			<i>Primary Score</i>	4.25
<i>Electrical service and distribution</i>		4	**	
<i>Lighting & branch wiring (interior/exterior)</i>		5		
<i>Communications & security</i>		4		
<i>Lightning protection, generators and emergency lighting</i>		4		

9).	Fare Collection Equipment			
<i>Secondary Score</i>			<i>Primary Score</i>	N/A
N/A				

10).	Site				
	Secondary Score			Primary Score	3.5
	Roadways/driveways & associated signage, markings & equipment.	4	***		
	Parking lots & associated signage, markings & equipment.	5			
	Pedestrian areas & associated signage, markings & equipment.	2	****		
	Site development, fences, walls and miscellaneous structures.	3			
	Landscaping and irrigation	3			
	Site utilities	4			

*Exterior door score upgraded from a 2 to 5 as the doors were replaced in 2021.

**Lighting and branch wiring upgraded from a 4 to 5 due to full LED upgrade in 2021.

***Parking lot upgraded from a 4 to 5 due to crack seal and recoat in 2021.

****Pedestrian area downgraded from a 4 to 2 due to sinking sidewalks.

Medical Lake Transfer Center

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Landing, shelters materials, slab, etc.	4		
2).	Shell			
	Secondary Score		Primary Score	4.5
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
	Exterior: doors and all finishes (paint, masonry)	5		
3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Finishes: Materials used on walls, floors and ceilings	4		
4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			
5).	Plumbing			
	Secondary Score		Primary Score	4
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		
6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	4		

Primary Scores in Ascending Order		Aggregated rating
1	4	
2	4.5	
3	4	
4	NA	
5	4	
6	4	
7	NA	
8	4	
9	NA	
10	3.5	

7).	Fire Protection			
	<i>Secondary Score</i>		<i>Primary Score</i>	N/A
	N/A			

8).	Electrical			
	<i>Secondary Score</i>		<i>Primary Score</i>	4
	<i>Electrical service and distribution</i>	4		
	<i>Lighting & branch wiring (interior/exterior)</i>	4		
	<i>Communications & security</i>	4		
	<i>Lightning protection, generators and emergency lighting</i>	4		

9).	Fare Collection Equipment			
	<i>Secondary Score</i>		<i>Primary Score</i>	N/A
	N/A			

10).	Site			
	<i>Secondary Score</i>		<i>Primary Score</i>	3.5
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	4		
	<i>Parking lots & associated signage, markings & equipment.</i>	4		
	<i>Pedestrian areas & associated signage, markings & equipment.</i>	3		
	<i>Site development, fences, walls and miscellaneous structures.</i>	3		
	<i>Landscaping and irrigation</i>	3		
	<i>Site utilities</i>	4		

*Pedestrian area was downgraded from a 4 to 3 due to the sidewalks sinking in places. It was also noted that the shelter will need to be leveled after the sidewalks are repaired.

Mirabeau Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Landing, shelters materials, slab, etc.	4		

2).	Shell			
	Secondary Score		Primary Score	4.33
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
	Exterior: doors and all finishes (paint, masonry)	5	*	

3).	Interiors			
	Secondary Score		Primary Score	3
	Partitions: Walls, interior doors, fittings and signage	4		
	Finishes: Materials used on walls, floors and ceilings	2	**	

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	3.67
	Water distribution	3	***	
	Sanitary Waste	4		
	Rain water drainage	4		

6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	4		

7).	Fire Protection			
	Secondary Score		Primary Score	N/A
	N/A			

	Primary Scores in Ascending Order		Aggregated rating
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
	4		
	4.33		
	3		
	NA		3.87
	3.67		
	4		
	NA		
	4.25		
	NA		
	3.83		

8).	Electrical		
Secondary Score		Primary Score	4.25
Electrical service and distribution	4	****	
Lighting & branch wiring (interior/exterior)	5		
Communications & security	4		
Lightning protection	4		

9).	Fare Collection Equipment		
Secondary Score		Primary Score	N/A
N/A			

10).	Site		
Secondary Score		Primary Score	3.83
Roadways/driveways & associated signage, markings & equipment.	4	*****	
Parking lots & associated signage, markings & equipment.	5		
Pedestrian areas & associated signage, markings & equipment.	4		
Site development, fences, walls and miscellaneous structures.	3	*****	
Landscaping and irrigation	3		
Site utilities	4		

*The doors were upgraded from a 2 to 5 due to replacement of all doors in 2021.

**The floors were downgraded from a 4 to 2 due to the need for replacement.

***The water distribution was downgraded from a 4 to a 3 as the water heater needs to be replaced.

****The lighting and branch wiring was upgraded from a 3 to 5 due to full LED upgrade in 2021.

*****The parking lot score was upgraded from a 4 to 5 as it was crack sealed and recoated in 2021.

*****The landscaping and irrigation remained at a 3, but it was noted that there was old growth and overgrown foliage.

South Hill Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Landing, shelters materials, slab, etc.	4		

2).	Shell			
	Secondary Score		Primary Score	4.33
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
	Exterior: doors and all finishes (paint, masonry)	5	*	

3).	Interiors			
	Secondary Score		Primary Score	3.50
	Partitions: Walls, interior doors, fittings and signage	4		
	Finishes: Materials used on walls, floors and ceilings	3	**	

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	3.67
	Water distribution	3	***	
	Sanitary Waste	4		
	Rain water drainage	4		

6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	4		

7).	Fire Protection			
	Secondary Score		Primary Score	N/A
	N/A			

	Primary Scores in Ascending Order		Aggregated rating
1	4		
2	4.33		
3	3.5		
4	NA	3.96	
5	3.67		
6	4		
7	NA		
8	4.25		
9	NA		
10	4		

8).	Electrical		
Secondary Score		Primary Score	4.25
Electrical service and distribution	4	****	
Lighting & branch wiring (interior/exterior)	5		
Communications & security	4		
Lightning protection	4		

9).	Fare Collection Equipment		
Secondary Score		Primary Score	N/A
N/A			

10).	Site		
Secondary Score		Primary Score	4.00
Roadways/driveways & associated signage, markings & equipment.	4	*****	
Parking lots & associated signage, markings & equipment.	5		
Pedestrian areas & associated signage, markings & equipment.	4		
Site development, fences, walls and miscellaneous structures.	3		
Landscaping and irrigation	4		
Site utilities	4		

*Doors were upgraded from a 2 to 5 due to door replacement in 2019.

**Flooring was downgraded from a 4 to 3 as they are in need of recoating.

***Water distribution was downgraded from a 4 to 3 as the hot water heater is in need of replacement.

****Lighting and branch wiring was upgraded from 4 to 5 due to full LED upgrade in 2021.

*****Parking lot was upgraded from a 4 to 5 due to crack seal and recoat in 2021.

Valley Transfer Center Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	<i>Secondary Score</i>		<i>Primary Score</i>	4
	<i>Foundation: Walls, column, pilings, etc.</i>	4		
	<i>Landing, materials, slab, etc.</i>	4		

2).	Shell			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.33
	<i>Superstructure/structural frame: Columns, pillars, walls</i>	4		
	<i>Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds</i>	4		
	<i>Exterior: doors and all finishes (paint, masonry)</i>	5	*	

3).	Interiors			
	<i>Secondary Score</i>		<i>Primary Score</i>	4
	<i>Partitions: Walls, interior doors, fittings and signage</i>	4		
	<i>Finishes: Materials used on walls, floors and ceilings</i>	4		

4).	Conveyance			
	<i>Secondary Score</i>		<i>Primary Score</i>	N/A
	N/A			

5).	Plumbing			
	<i>Secondary Score</i>		<i>Primary Score</i>	4
	<i>Water distribution</i>	4	**	
	<i>Sanitary Waste</i>	4		
	<i>Rain water drainage</i>	4		

6).	HVAC			
	<i>Secondary Score</i>		<i>Primary Score</i>	4
	<i>Energy supply</i>	4		
	<i>Heat generation & distribution system</i>	4	***	

	<div style="writing-mode: vertical-rl; transform: rotate(180deg);"> Primary Scores in Ascending Order Aggregated rating </div>	
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
	4	
	4.33	
	4	
	NA	4.11
	4	
	4	
	NA	
	4.25	
	NA	
	4.17	

7).	Fire Protection			
	<i>Secondary Score</i>		<i>Primary Score</i>	N/A
	N/A			

8).	Electrical			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.25
	<i>Electrical service and distribution</i>	4	****	
	<i>Lighting & branch wiring (interior/exterior)</i>	5		
	<i>Communications & security</i>	4		
	<i>Lightning protection, generators and emergency lighting</i>	4		

9).	Fare Collection Equipment			
	<i>Secondary Score</i>		<i>Primary Score</i>	N/A
	N/A			

10).	Site			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.17
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	4	*****	
	<i>Parking lots & associated signage, markings & equipment.</i>	5		
	<i>Pedestrian areas & associated signage, markings & equipment.</i>	5	*****	
	<i>Site development, fences, walls and miscellaneous structures.</i>	4		
	<i>Landscaping and irrigation</i>	3		
	<i>Site utilities</i>	4		

*Exterior score increased from a 3 to 5 due to exterior and shelters repainted in 2021.

**Water distribution showed no change at a 4, but it was noted that the on-demand hot water tank should be replaced.

***Heat generation and distribution was downgraded from a 5 to 4 due to inefficient heat pump design.

****Lighting and branch wiring were upgraded from 4 to 5 due to full LED upgrade in 2021.

*****Parking lot score was upgraded from a 4 to 5 due to crack seal and recoat in 2021.

*****Pedestrian area was upgraded from a 4 to 5 due to faded signage replacement, bench replacements, trash cans replacement and the shelters were stripped and recoated.

Moran Prairie Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	5
	Foundation: Walls, column, pilings, etc.	5		
	Landing, shelters materials, slab, etc.	5		

2).	Shell			
	Secondary Score		Primary Score	5
	Superstructure/structural frame: Columns, pillars, walls	5		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	5		
	Exterior: doors and all finishes (paint, masonry)	5		

3).	Interiors			
	Secondary Score		Primary Score	5
	Partitions: Walls, interior doors, fittings and signage	5		
	Finishes: Materials used on walls, floors and ceilings	5		

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	4.33
	Water distribution	5		
	Sanitary Waste	5		
	Rain water drainage	3		*

6).	HVAC			
	Secondary Score		Primary Score	5
	Energy supply	5		
	Heat generation & distribution system	5		
	Cooling generation & distribution	5		
	Testing, balancing, controls & instrumentation	5		

	Primary Scores in Ascending Order		Aggregated rating
1	5		
2	5		
3	5		
4	NA	4.9	
5	4.33		
6	5		
7	NA		
8	5		
9	NA		
10	5		

7).	Fire Protection		
	Secondary Score		Primary Score
	N/A		N/A

8).	Electrical		
	Secondary Score		Primary Score
	Electrical service and distribution	5	5
	Lighting & branch wiring (interior/exterior)	5	
	Communications & security	5	
	Lightning protection	5	

9).	Fare Collection Equipment		
	Secondary Score		Primary Score
	N/A		N/A

10).	Site		
	Secondary Score		Primary Score
	Roadways/driveways & associated signage, markings & equipment.	5	5
	Parking lots & associated signage, markings & equipment.	5	
	Pedestrian areas & associated signage, markings & equipment.	5	
	Site development, fences, walls and miscellaneous structures.	5	
	Landscaping and irrigation	5	
	Site utilities	5	

*Rain water distribution was downgraded from a 5 to 3 due to pump system in need of reengineering to perform as system was originally intended.

SCC Transfer Center

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	5
	Foundation: Walls, column, pilings, etc.	5		
	Landing, shelters materials, slab, etc.	5		

2).	Shell			
	Secondary Score		Primary Score	5
	Superstructure/structural frame: Columns, pillars, walls	5		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	5		
	Exterior: doors and all finishes (paint, masonry)	5		

3).	Interiors			
	Secondary Score		Primary Score	5
	Partitions: Walls, interior doors, fittings and signage	5		
	Finishes: Materials used on walls, floors and ceilings	5		

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	5
	Water distribution	5		
	Sanitary Waste	5		
	Rain water drainage	5		

6).	HVAC			
	Secondary Score		Primary Score	5
	Energy supply	5		
	Heat generation & distribution system	5		
	Cooling generation & distribution	5		
	Testing, balancing, controls & instrumentation	5		

	Primary Scores in Ascending Order		Aggregated rating
1	5		
2	5		
3	5		
4	NA	5	
5	5		
6	5		
7	NA		
8	5		
9	NA		
10	5		

7).	Fire Protection		
	Secondary Score		Primary Score
	N/A		N/A
8).	Electrical		
	Secondary Score		Primary Score
			5
	Electrical service and distribution	5	
	Lighting & branch wiring (interior/exterior)	5	
	Communications & security	5	
	Lightning protection	5	
9).	Fare Collection Equipment		
	Secondary Score		Primary Score
	N/A		N/A
10).	Site		
	Secondary Score		Primary Score
			5
	Roadways/driveways & associated signage, markings & equipment.	5	
	Parking lots & associated signage, markings & equipment.	5	
	Pedestrian areas & associated signage, markings & equipment.	5	
	Site development, fences, walls and miscellaneous structures.	5	
	Landscaping and irrigation	5	
	Site utilities	5	

Holland Facilities and Grounds Warehouse

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAMP Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Landing, shelters materials, slab, etc.	4		

2).	Shell			
	Secondary Score		Primary Score	4
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
	Exterior: doors and all finishes (paint, masonry)	4		

3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	4
	Fixtures	4		
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

6).	HVAC			
	Secondary Score		Primary Score	3.5
	Energy supply	4		
	Heat generation & distribution system	3		

	Primary Scores in Ascending Order		Aggregated rating
1	4		
2	4		
3	4		
4	NA	3.94	
5	4		
6	3.5		
7	4		
8	4		
9	NA		
10	4		

7).	Fire Protection			
<i>Secondary Score</i>			<i>Primary Score</i>	4
Sprinklers		4		
Stand Pipes		4		
Hydrants & other fire protection specialties		4		

8).	Electrical			
<i>Secondary Score</i>			<i>Primary Score</i>	4
Electrical service and distribution		4		
Lighting & branch wiring (interior/exterior)		4		
Communications & security		4		
Lightning protection		4		

9).	Fare Collection Equipment			
<i>Secondary Score</i>			<i>Primary Score</i>	N/A
N/A				

10).	Site			
<i>Secondary Score</i>			<i>Primary Score</i>	4
Roadways/driveways & associated signage, markings & equipment.		4	*	
Parking lots & associated signage, markings & equipment.		4	*	
Site development, fences, walls and miscellaneous structures.		4		
Site utilities		4		

*Roadways and Parking lot adjusted from 3 to 4 as previous evaluation was scored too low based on existing condition.

TAMP Qualifying Sub Assets Associated with a Facility

Asset CONDITION CRITERIA				Asset RATING SCALE		
Asset Useful Life Benchmark (ULB)	Asset Condition	Asset Performance	Asset Level of Maintenance Required	Rating	Rating Description	Rating Range
Percent of ULB Based on age remaining	Quality , Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventative and Corrective Maintenance			
Asset is new or nearly new 75% - 100%	Asset is new or like new	Asset meets or exceeds all performance and reliability metrics, industry standards	Asset requires routine preventative maintenance according to scheduled maintenance cycles	5	Excellent	4.8 -5.0
Asset is nearing or at its mid-point of ULB 50% - 75%	Asset is showing minimal signs of wear and deterioration	Asset generally meets performance and reliability, based on manufacturer's performance standards	Asset needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 -4.7
Asset has passed its mid- point of ULB 25%- 50%	Asset is showing moderate signs of defective or deteriorated components	Asset's performance and reliability may decrease and cause service interruption for non-scheduled maintenance	Asset needs more frequent minor repairs on subcomponents	3	Adequate	3.0 - 3.9
Asset is nearing or at end of its ULB 0% - 25%	Asset's major subcomponents need to be rebuilt or replaced	Asset performance and reliability is becoming more substantial, but does not pose safety risk	Asset's maintenance is significant - increased repairs between preventative maintenance cycles	2	Marginal	2.0 - 2.9
Asset passed its ULB	Asset is no longer serviceable	Asset does not meet performance standards and would pose safety hazard if put in service	Major component failures	1	Poor	1.0 -1.9

TAMP Qualifying Sub Assets Associated with a Facility Score Card

Asset	Percent of ULB Based on age remaining	Quality , Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventative and Corrective Maintenance	Aggregated Score
1229 W. Boone Avenue					
Paint Booth	5	5	5	5	5.0
Bus Washer	4	4	4	4	4.0
1230 W. Boone Avenue					
Boone Non Diesel Underground Fuel Storage Tanks	5	5	5	5	5.0
Boone Northwest Garage, 1224 Cedar St.					
Boone NWG Underground Fuel Storage Tanks	5	5	5	5	5.0
Boone NWG Bus Washer	5	5	5	5	5.0
Boone NWG BEB Charging Stations	5	5	5	5	5.0
STA Plaza, 701 West Riverside Avenue					
Plaza Automated Control System	5	5	5	5	5.0
SCC Transfer Center, 1810 N. Greene St. Campus					
Spokane Community Center T/C BEB Charging Station	5	5	5	5	5.0
Moran Prairie Park and Ride, 5625 S. Palouse Hwy					
Moran Prairie Park & Ride BEB Charging Station	5	5	5	5	5.0

These sub assets are tracked in the facilities inventory sheet as they are an integral part of the attached facility but are able to be replaced without affecting the integrity of the facility.

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SECTION 3A: FACILITIES – OWNED FACILITIES SCORECARD

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OWNED MAINTENANCE, ADMINISTRATION and PASSENGER and PARKING FACILITIES 2022				Notes: Facility Preservation and Improvement CIP Number
Equipment Description		Aggregated Condition Score	Meets SGR	
Maintenance and Administrative Facilities				
1	Fleck Center, 127 W. Bowdish	4.0	Yes	354, 787, 808, 505, 511, 512, 556, 585, 733, 736, 737, 762, 782, 784, 813, 858, 861, 867, 868, 871, 873, 875
2	Indian Trail EOL, W. Blackfoot and Indian Trail Rd	4.0	Yes	
3	Para Operations, 1212 N. Sharp Ave.	3.8	Yes	
4	Plaza, 107 W. Riverside	4.0	Yes	464, 480, 523, 550, 551, 743, 751,753, 788-791, 822-824, 887-892, 894, 896, 898, 899, 903
5	STA N. Boone, 1230 W. Boone Ave.	4.1	Yes	207, 324, 458, 460, 738, 745, 766, 779, 780, 781, 803, 809, 810, 811, 812, 829, 852, 859, 860, 862, 863, 864, 865, 866, 869, 870, 876, 908
6	STA S. Boone, 1229 W. Boone Ave.	4.0	Yes	
7	Holland Warehouse, 608 E. Holland	3.9	Yes	
8	NW Boone Garage, 1224 Cedar St.	5.0	Yes	
Passenger and Parking Facilities				
1	Cheney K St. P&R, K Street and 1st	4.1	Yes	515, 765, 794, 843, 844, 845, 846, 847, 849, 850, 851, 854, 855, 856, 857
2	Five Mile P&R, Ash and Five Mile Rd.	4.0	Yes	
3	Hastings P&R, Mayfair and Hastings Rd.	4.1	Yes	
4	Jefferson Lot P&R, Jefferson ST. and I-90	3.9	Yes	
5	Liberty Lake P&R, Mission Ave.	4.0	Yes	
6	Medical Lake Transit Center, Broad St. & Lake	4.0	Yes	
7	Mirabeau P&R, 13209 E. Indiana Ave.	3.9	Yes	
8	South Hill P&R, 31st Ave. & Southwest Blvd.	4.0	Yes	
9	Valley Transfer Center, 4th Ave. & University	4.1	Yes	
10	West Plains Transit Center	4.9	Yes	
11	Moran Prairie Park and Ride, 5625 S. Palouse	4.9	Yes	
12	SCC Transfer Center, SCC Campus	5.0	Yes	
Total Facilities		20		
Total Facilities Meeting SGR		20		
Percentage Meeting SGR		100.0%		

2022 Facilities Sub Asset Score Card				Notes: Facility Preservation and Improvement CIP Number
Associated Facility Sub Asset		Aggregated Condition Score	Meets SGR	
1	Paint Booth, 1229 W. Boone Ave.	5.0	Yes	
2	Bus Washer, 1229 W. Boone Ave.	4.0	Yes	
3	Non Diesel UST, 1229 & 1230 W. Boone Ave.	5.0	Yes	
4	UST (Underground Storage Tanks), Boone Northwest	5.0	Yes	
5	Bus Washer, Boone Northwest Garage	5.0	Yes	
6	BEB Charging Stations, Boone Northwest Garage	5.0	Yes	
7	HVAC Automated Control System, STA Plaza	5.0	Yes	
8	BEB Charging Stations, SCC Transit Center	5.0	Yes	
9	Beb Charging Stations, Moran Prairie Park & Ride	5.0	Yes	

Total Sub Assets Meeting SGR 9

Total Sub Assets 9

100%

CHAPTER FOUR: STA ASSET MANAGEMENT PLAN – INVESTMENT PRIORITIZATION, IMPLEMENTATION STRATEGY, AND IDENTIFICATION OF RESOURCES

INVESTMENT PRIORITIZATION PROCESS

Spokane Transit updates its capital program annually. The planning horizon covers the upcoming budget year plus five program years. This planning horizon complies with Washington State Department of Transportation's current requirements for transit agencies to submit a Transit Development Plan by September of each year.

The entity charged with developing the plan is STA's Projects Committee. The committee chair is STA's Director of Finance and Information Services. Every department has at least one member on this committee. The Projects Committee reviews all new and replacement capital projects. It also considers major maintenance projects that may be funded by either capital or operational resources.

The Project Committee then lists all projects in STA's Capital Improvement Program (CIP).

- Assets identified through the TAMP assessment process as not meeting the established standard must be included in the CIP. These assets would receive the highest priority in terms of timing. As a cross reference, the resulting CIP number is listed on the relevant TAMP Scorecard.
- Their replacement/repair projects in the CIP are prioritized based on the projected timeframe an asset will no longer meet the established TAMP standard.
- The timing for new, additional assets/projects is based on when those capabilities must be available to meet operational requirements.

Some assets are managed beyond the CIP six-year planning horizon.

- STA's Facility Master Plan projects facility expansion requirements for the next 20 years.
- STA's Vehicle Replacement Plan projects vehicle requirements for the lifecycle of each vehicle in the current fleet. This replacement plan (Enclosure 1) is based on the expected time a vehicle will meet its ULB in years.

Enclosure 1: Fleet Replacement Plans

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		LATE 2021	LATE 2022	LATE 2023	LATE 2024	LATE 2025	LATE 2026	LATE 2027	LATE 2028
60'	"06" ("07")NF 6	6	-6 0 16y			-4 0 16y			
	"09" NF 4	4	4 13y	4	4				
	"02" NF 3								
	"17" NF 3	3	3	3	3	3	3 10y	3 11y	
	"18" NF 7	7	7	7	7	7	7 9y	7 10y	
DD	"22" NF 6	20	"22" 6 replace	6 1y	6 2y	"25" 4 replace	6 4y	6 5y	6 6y
	"25" NF 4		20	20	20	20	4 1y	4 2y	4 3y
							20	20	20
CCL	"22" ??? 7			"23" 7 replace	7 1y	7 2y	7 3y	7 4y	7 5y
	"38" ??? 7			7	7	7	7	7	7
CCL	"21" ??? 10	"21" 10 expand	10 1y	10 2y	10 3y	10 4y	10 5y	10 6y	10 7y
	10	10	10	10	10	10	10	10	10
40'	NF 25								
	New Flyer Contingency fleet								
	"06" GILLIG 19	-10 9	-9 0 16y						
	"07" HYBRID 3	3	0 3 15y	-3 0					
	"07" GILLIG 14	14	-1 13 15y	-11 2	-2 0				
	"08" GILLIG 14	14	14	0 14	-14 0 16y				
	"08" HYBRID 6	6	6	6	-1 5 16y				
	"09" GILLIG 9	9	9	9		-5 0			
	"10" HYBRID 10	10	10	10	10	-7 2 16y			
	"12" HYBRID 6	6	6	6	6	10 15y	-2 0 17y		
	"14" GILLIG 8	8	8	8	8	8 12y	8 13y	-6 0 15y	
	"16" GILLIG 7	7	7	7	7	7 10y	7 11y	7 12y	
	"18" ????? 6	6	6	6	6	6 8y	6 9y	6 10y	
	"19" Diesel 6	6	6	6	6 5y	6 6y	6 7y	6 8y	6 9y
	"21" ????? 16	21" 16 replace	16 1y	16 2y	16 3y	16 4y	16 5y	16 6y	16 7y
	"22" ????? 16	114	"22" 10 replace	10 1y	10 2y	10 3y	10 4y%	10 5y	10 6y
	"23" ????? 10		114	"23" 10 replace	10 1y	10 2y	10 3y	10 4y	10 5y
	"24" ????? 22			110	"24" 17 replace	17 1y	17 2y	17 3y	17 4y
	"25" ????? 14				110	"25" 20 8 replace	20 1y	20 2y	20 3y
	"26" ????? 10					118 12 expand	121 3 expand	15 1y	15 2y
	"27" ????? 6						121 3 expand	6 replace	6 1y
	"29" ????? 8							121	121
	"31" ????? 7								
	"33" ????? 6								
	"34" ?????								
	"36" ????? 16								
	"37" ????? 16								
	"38" ????? 10								
	Contingency Fleet	9	(6) 2006 Gillig 40'						
	"21" BEB 4	21" 4 replace	4 1y	4 2y	4 3y	4 4y	4 5y	4 6y	4 7y
	"22" BEB 6	4	"22" 6 replace	6 1y	6 2y	6 3y	6 4y	6 5y	6 6y
	"23" BEB 0		10	10	10	"25" 4 replace	4 1y	4 2y	4 3y
	"25" BEB 4								
	"36" BEB 4								
	"37" BEB 6								
						14	14	14	14
35'	"05" GILLIG 10	-10 0 17y							
	"07" GILLIG 3	3	3	-3 0 16y					
	"22" Gillig 3	18	"22" 3 replace	3 1y	3 2y	3 3y	3 4y	3 5y	18" 3 6y
	"29" ?								
	"37"	3	6	3	3	3	3	3	3
29'	"03" GILLIG 10	3	-3 0 19y						
	03 GILLIG Contingency fleet								
	"09" HYBRID 3	3	3	3	3	3	3 17y	3 18y	3 19y
	"22" ????? 3	6	3	3	3	3	3	3	3
TOTAL COACH FLEET 0		157	163	163	163	175	178	178	178
ELDORADO 7									
ELDORADO Exempt									
TOTAL 7 7									
TOTAL ACTIVE FLEET 7		157	163	163	163	175	178	178	178
		157 Active fleet	163 Active fleet	163 Active fleet	163 Active fleet	175 Active fleet	178 Active fleet	178 Active fleet	178 Active fleet
		0	0	0	0	0	0	0	0
		157 Total fleet size	163 Total fleet size	163 Total fleet size	163 Total fleet size	175 Total fleet size	178 Total fleet size	178 Total fleet size	178 Total fleet size
	30' buses #REF!		35' CIP 3 361						
			\$1,422,858						
	40' buses 79	Replace CIP 16 483	Replace CIP 10 490	3 Replace CIP 10 486	Replace CIP 17 493	Replace CIP 8 494	Replace CIP 12 492	Replace CIP 6 877	
		\$8,533,167	\$5,547,768	\$12,100,000	\$10,005,569	\$4,849,757	\$7,492,879	\$3,858,834	
	40' expansion buses 15					Expand CIP 12 904	Expand CIP 3 905		
						\$7,274,635	\$1,873,220		
	40' all-electric 14	1 Replace CIP 4 568	Replace CIP 6 568			Replace CIP 4 570			
		\$3,751,612	\$6,894,000			\$5,022,172			
	60' buses 10		Replace CIP 6 836			Replace CIP 4 494			
			\$6,415,080			\$3,965,130			
	Double Decker 7			4 Replace CIP 7 533					
				\$8,240,000					
	CCL all-electric 10	2 Expand CIP 10 347							
		\$17,061,334							
	Current CIP period only #REF!	30	25	17	17	28	15	6	0
		\$29,346,113	\$20,279,706	\$20,340,000	\$10,005,569	\$13,837,059	\$9,366,099	\$3,858,834	\$0
	All coach pricing based on 3% compounding by year based on known cost from earlier year. All conventional diesel coaches were calculated with 9.1% sales tax. BEB are 40' BEB Pricing from 2023 through 2038 based on Proterra ZX5 675kWh pack w/ Duopower drive, medium configurable package (@ \$110,000) and 12	includes tax exclude BEB \$29,346,113	includes tax exclude BEB \$20,279,706	includes tax exclude BEB \$20,340,000	includes tax exclude BEB \$10,005,568.64	includes tax exclude BEB \$13,837,059	includes tax exclude BEB \$9,366,099	includes tax exclude BEB \$3,858,834	includes tax exclude BEB \$0
		#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
		CIP # 347, 483, 568	CIP # 361, 490, 568 & 836	CIP # 486 & 533, 532 cancelled for this year	CIP # 493 & (541 cancelled)	CIP # 494 & 570, New CIP for fleet expansion	CIP # 492, New CIP for CDA service		
		2021	2022	2023	2024	2025	2026	2027	2028
		(16) 40' BEB: \$15,191,076	40' BEB: \$13,788,000 + \$4,596,000 35' BEB (replace 30'): \$2,487,709.56 60'	\$11,834,700 this price only for 40' contingent on LoNo reward/pricing	(17) 40' BEB Pricing: \$20,722,559	(24) 40' BEB: \$25,110,860 + \$5,022,172 (4) 60' BEB: \$6,125,620	(12) BEB Pricing: \$19,398,144	(6) BEB Pricing: \$7,992,035	No Procurements

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2022 Paratransit Demand Response Fleet Replacement Schedule

Paratransit Fleet		LATE 2021		LATE 2022		LATE 2023		LATE 2024		LATE 2025		LATE 2026		LATE 2027		LATE 2028		
"08" Ford Cutaway	1	-1	0															
"11" Chevy Aerotech	13	-10	3	-3	0													
"12" Chevy Aerotech	10	-4	6	-6	0													
"13" Chevy Aerotech	3		3	-3	0													
"15" Chevy Aerotech	1		1	-1	0													
"17" Chevy Aerotech	1		1	-1	0													
"19" Ford Starcraft	40		40	-1	39	-15	24	-15	9	-9	0							
"20" ?????																		
"21" ?????	16	21	16		16		16		16	-6	10	-10	0					
"22" ?????	15		70	"22"	15		15		15		15	-5	10	-10	0			
"23" ?????	15				70	"23"	15		15		15		15	-5	10	-10	0	
"24" ?????	15						70	"24"	15		15		15		15	-5	10	
"25" ????	15	15 vans that are replaced will be circulated into 1st Transit stock. Those removed from 1st Transit will become Van Grant, SU or sent to auction.							70	"25"	15		15		15		15	
"26" ????	15									70	"26"	15		15		15		15
"27" ????	15											70	"27"	15		15		15
"28" ????	15													70	"28"	15		15
"29" ????	15															70		70
"30" ????	15																	
"31" ????	15																	
"32" ????	15																	
STA Fleet																		
Vehicle Replacement Total		16		15		15		15		15		15		15		15		
Est. Replacement Cost		\$74,279		\$76,507		\$78,802		\$81,166		\$83,601		\$86,109		\$88,692		\$91,353		
Est. Replacement Totals		\$1,188,464		\$1,147,605		\$1,182,030		\$1,217,490		\$1,254,015		\$1,291,635		\$1,330,380		\$1,370,295		
Pricing for vans originated from estimated price per van from 2020 CIP 412 and increased 3% each year. Vans removed for replacement vans were determined based on FTA/ULB projected mileage. Van pricing may change during procurement from year to year as they are estimations.	Replace CIP 484	Replace CIP 485		Replace CIP 487		Replace CIP 489		Replace CIP 491		Replace CIP 837		Replace CIP 878		CIP TBD				
	Lcl \$167,279	Lcl \$1,090,353	Lcl \$185,452	Lcl \$1,017,532	Lcl \$1,311,615	Lcl \$1,568,089	Lcl \$1,500,000											
	St. \$0	St. \$0	St. \$0	St. \$0	St. \$0	St. \$0	St. \$0											
	Fed \$947,911	Fed \$109,992	Fed \$1,050,893	Fed \$255,893	Fed \$0	Fed \$0	Fed \$0											
	Ttl \$1,115,190	Ttl \$1,200,345	Ttl \$1,236,345	Ttl \$1,273,425	Ttl \$1,311,615	Ttl \$1,568,089	Ttl \$1,500,000											
		21		22		23		24		25		26		27		28		

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2022 Rideshare Fleet Replacement

	2020 starts with	LATE 2021				LATE 2022				LATE 2023				LATE 2024				LATE 2025				LATE 2026				LATE 2027				LATE 2028							
			7 pass	12 pass	15 pass		7 pass	12 pass	15 pass		7 pass	12 pass	15 pass		7 pass	12 pass	15 pass		7 pass	12 pass	15 pass		7 pass	12 pass	15 pass		7 pass	12 pass	15 pass								
"10" Chevy, 12 pass	8		0																																		
"11" Dodge, 7 pass	9		8	0		-4	4	7		4	7			-1	3	3			-3	0	2	8		0													
"12" Dodge, 7 pass	7		7				7			7				-2	5	5			-3	2				0													
"13" Ford, 12 pass	9		9	9			9	9		9				-1	8				-1	4	4	8		3	4												
"14" Dodge, 7 pass	9		9	9		-1	8			8				-3	5	5			-1	4				3													
"14" Ford, 12 pass	5		5				5			5				-1	5				-1	4	4			3	3												
"14" Chevy, 15 pass	15		14			-4	10			10				-3	7				-2	5		5			3	3											
"17" - 4 at 15p, 8 at 7p	12		11	8	3	-1	10	7		3				10	7			3		10	7		3		10	7		3									
"18" - 6 at 7p 10 at 15p	8		8	6	2		8	6		2				8	6			2		8	6		2		8	6		2									
"19" based on 15 pass	11		11				11			11				11				11		11			11		11				10								
"20" based on 15 pass	11		5				5			5				5				5		5			5		5				5								
"21" based on 15 pass	0		0				0			0				0				0		0			0		0				0								
"22" based on 15 pass	11		0											11				11		11			11		11				11								
"23" based on 15 pass	11																												11								
"24" based on 15 pass	11																												11								
"25" based on 15 pass	11																												11								
"26" based on 15 pass	11																												11								
NOTE: All Ridershare Vans are currently on an 11 year replacement schedule with maximum of 110,000 miles																																					
Replacement CIP budget number 594		Replacement CIP budget number 594				Replacement CIP budget number 595				Replacement CIP budget number 761				Replacement CIP budget number 826				Replacement CIP budget number 827				Replacement CIP budget number 827				Replacement CIP budget number 827											
Local		\$0				Local				\$482,227				Local				\$487,049				Local				\$496,839				Local				\$501,807			
State		\$0				State				\$0				State				\$0				State				\$0				State				\$0			
Federal		\$0				Federal				\$0				Federal				\$0				Federal				\$0				Federal				\$0			
Total		\$0				Total				\$482,227				Total				\$487,049				Total				\$496,839				Total				\$501,807			
No replacement vans scheduled for year 2021 due to state of ridership during Covid-19 pandemic and ULB change of 10 year 100,000 miles to 11 year 110,000 miles		Expansion CIP budget number 598				Expansion CIP budget number 598				Expansion CIP budget number 761				Expansion CIP budget number 826				Expansion CIP budget number 827				Expansion CIP budget number 827				Expansion CIP budget number 827											
Local						Local				\$76,920				Local				\$0				Local				\$0				Local				\$0			
State						State				\$307,681				State				\$0				State				\$0				State				\$0			
Federal						Federal				\$0				Federal				\$0				Federal				\$0				Federal				\$0			
Total						Total				\$384,601				Total				\$0				Total				\$0				Total				\$0			
						Total of CIP 594 and 598 \$866,828																															
						*May or may not expand fleet based on ridership recovery																															
		2021				2022				2023				2024				2025				2026				2027				2028							

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IMPLEMENTATION STRATEGY AND IDENTIFICATION OF RESOURCES

The Capital Project Committee completes the CIP by assigning a projected budget to each project. STA's Finance Department maintains a financial projection model that anticipates revenue for the CIP timeframe. Budgets are then matched to revenue to identify funding status for each project. Projects that exceed revenue are carried as "unfunded" CIP items. The Board of Directors approves the entire CIP in June/July. In November, they adopt the first year of the CIP as the Capital Budget for the upcoming year.

In this manner, the CIP becomes the single source document that reflects the prioritization, strategy and resource plan that supports STA's TAMP. The current STA CIP is attached as Enclosure 2.

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New Projects										2022 Budget from 2022-2027 CIP for TDP					
Excludes Unfunded Projects										2022 by Funding Source					
Program Category	Program Name	ID/Req #	Project Name	Project Status	Financial Status	Budget Control	Expenditure PTD through 12/31/2020	Remaining Balance	Qty	2022 - Local	2022 - State	2022 - Federal	2022 Total		
Vehicles	Fixed Route Fleet - Expansion	533	Fixed Route Fleet Expansion-2023-Signature Coaches - MF	Not started	Funded-MF	8,240,000	-	8,240,000	7	-	-	-	-		
		904	Fixed Route Fleet Expansion-2025	Not started	Funded-New	7,274,635	-	7,274,635	12	-	-	-	-		
		905	Fixed Route Fleet Expansion-2026	Not started	Funded-New	1,873,220	-	1,873,220	3	-	-	-	-		
Fixed Route Fleet - Expansion Total						17,387,855	-	17,387,855	22	-	-	-	-		
Fixed Route Fleet - Replacement	Fixed Route Fleet - Replacement	361	Fixed Route Fleet Replacement-2022	Preliminary	Funded	1,422,858	-	1,422,858	3	1,422,858	-	-	1,422,858		
		483	Fixed Route Fleet Replacement-2021	Work in progress	Funded	8,533,167	-	8,533,167	16	-	-	-	-		
		486	Fixed Route Fleet Replacement (BEB)-2023	Not started	Funded	12,100,000	-	12,100,000	10	-	-	-	-		
		490	Fixed Route Fleet Replacement-2022	Not started	Funded	5,547,768	-	5,547,768	10	5,547,768	-	-	5,547,768		
		492	Fixed Route Fleet Replacement-2026	Not started	Funded	7,492,879	-	7,492,879	12	-	-	-	-		
		493	Fixed Route Fleet Replacement-2024	Not started	Funded	10,005,569	-	10,005,569	17	-	-	-	-		
		494	Fixed Route Fleet Replacement-2025	Not started	Funded	8,814,887	-	8,814,887	12	-	-	-	-		
		568	Fixed Route Fleet Replacement (BEB)-2020/2021	Work in progress	Funded	10,691,768	-	10,691,768	10	4,398,826	900,000	1,595,174	6,894,000		
		570	Fixed Route Fleet Replacement (BEB)-2025-MF	Not started	Funded-MF	5,022,172	-	5,022,172	4	-	-	-	-		
		836	Fixed Route Fleet Replacement-2022	Not started	Funded	6,415,080	-	6,415,080	6	4,376,137	-	2,038,943	6,415,080		
		877	Fixed Route Fleet Replacement-2027	Not started	Funded-New	3,858,834	-	3,858,834	6	-	-	-	-		
Fixed Route Fleet - Replacement Total						79,904,982	-	79,904,982	106	15,745,589	900,000	3,634,117	20,279,706		
Paratransit Vans	Paratransit Vans	412	Paratransit Fleet Replacement-2020	Work in progress	Funded	334,750	-	334,750	1	-	-	-	-		
		484	Paratransit Fleet Replacement-2021	Not started	Funded	1,115,190	-	1,115,190	15	-	-	-	-		
		485	Paratransit Fleet Replacement-2022	Not started	Funded	1,200,345	-	1,200,345	15	1,200,345	-	-	1,200,345		
		487	Paratransit Fleet Replacement-2023	Not started	Funded	1,236,345	-	1,236,345	15	-	-	-	-		
		489	Paratransit Fleet Replacement-2024	Not started	Funded	1,273,425	-	1,273,425	15	-	-	-	-		
		491	Paratransit Fleet Replacement-2025	Not started	Funded	1,311,615	-	1,311,615	15	-	-	-	-		
		837	Paratransit Fleet Replacement-2026	Not started	Funded	1,568,089	-	1,568,089	15	-	-	-	-		
		878	Paratransit Fleet Replacement-2027	Not started	Funded-New	1,500,000	-	1,500,000	15	-	-	-	-		
Paratransit Vans Total						9,539,759	-	9,539,759	106	1,200,345	-	-	1,200,345		
Vanpool Vans	Vanpool Vans	592	Vanpool Replacement 2020	Not started	Funded	362,523	203,490	159,033	10	-	-	-	-		
		594	Vanpool Replacement 2022	Not started	Funded	482,227	-	482,227	11	482,227	-	-	482,227		
		595	Vanpool Replacement 2023	Not started	Funded	487,049	-	487,049	11	-	-	-	-		
		761	VanPool Replacement - 2024	Not started	Funded	491,920	-	491,920	11	-	-	-	-		
		826	Vanpool Replacement 2025	Not started	Funded	496,839	-	496,839	11	-	-	-	-		
		827	Vanpool Replacement 2026	Not started	Funded	501,807	-	501,807	11	-	-	-	-		
		881	Vanpool Van Replacement-2027	Not started	Funded-New	620,000	-	620,000	11	-	-	-	-		
Vanpool Vans Total						3,442,365	203,490	3,238,875	76	482,227	-	-	482,227		
Non-Revenue Vehicles	Non-Revenue Vehicles	349	2020 Service Vehicles (previously 2017)	Not started	Funded	76,500	-	76,500	1	-	-	-	-		
		509	Facilities Shelter Cleaning Truck Replacements	Work in progress	Funded	180,000	93,550	86,450	2	100,000	-	-	100,000		
		536	Service Vehicle Replacement 2021	Not started	Funded	90,000	-	90,000	2	-	-	-	-		
		559	Service Vehicle Replacement 2022	Not started	Funded	90,000	-	90,000	2	90,000	-	-	90,000		
		760	F/R Supervisor Vehicles	Not started	Funded	75,000	-	75,000	2	-	-	-	-		
		775	MF: F/R Supervisor Vehicles	Not started	Funded-MF	80,000	-	80,000	2	-	-	-	-		
		776	Security Vehicles	Not started	Funded	80,000	-	80,000	2	-	-	-	-		
		778	F/R Service Vehicles	Not started	Funded	90,000	-	90,000	4	-	-	-	-		
		816	F&G Service Trucks	Not started	Funded	240,000	-	240,000	4	-	-	-	-		
		817	Service Vehicle Replacement - 2021	Not started	Funded	45,000	-	45,000	1	-	-	-	-		
		818	Supervisor Support Vehicles	Not started	Funded	90,000	-	90,000	2	-	-	-	-		
		838	F&G Shelter Service Trucks	Not started	Funded	115,000	-	115,000	2	115,000	-	-	115,000		
		874	Fixed Route Tow Truck Upgrades	Not started	Funded-New	125,000	-	125,000	1	125,000	-	-	125,000		
		879	Security Patrol Vehicles	Not started	Funded-New	90,000	-	90,000	5	-	-	-	-		
		880	Supervisor Support Vehicles	Not started	Funded-New	300,000	-	300,000	5	-	-	-	-		
		Non-Revenue Vehicles Total						1,766,500	93,550	1,672,950	37	430,000	-	-	430,000
		Vehicles Total											17,858,161	900,000	3,634,117
Facilities - Maintenance & Administration	Boone - Preservation and Enhancements	207	UST Diesel Replacement	Design	Funded	5,008,000	139,666	4,868,334	0	4,088,334	-	-	4,088,334		
		324	Boone Facility Fire Alarm Upgrade	Not started	Funded	350,000	-	350,000	0	175,000	-	-	175,000		
		458	Passenger Elevator Replacement Boone Ave	Construction	Funded	380,000	33,824	346,176	0	-	-	-	-		
		460	UST Non-Diesel Replacement Boone Ave	Construction	Funded	2,100,000	108,168	1,991,832	0	-	-	-	-		
		738	HVAC Upgrades NS Boone	Closeout	Funded	523,033	424,920	98,113	0	5,000	-	-	5,000		
		745	West Boone Avenue Crosswalk	Not started	Funded	150,000	-	150,000	0	-	-	-	-		
		766	Boone Campus Battery Electric Bus (BEB) Charging Infrastructure	Construction	Funded-MF	5,700,000	980,189	4,719,811	0	-	-	-	-		
		779	Capital Replacement of BEB Electric Charging-2023	Not started	Funded	100,000	-	100,000	0	-	-	-	-		
		780	Capital Replacement of BEB Electric Charging-2024	Not started	Funded	100,000	-	100,000	0	-	-	-	-		
		781	Capital Replacement of BEB Electric Charging-2025	Not started	Funded	100,000	-	100,000	0	-	-	-	-		
		803	HVAC & DDC Controls Upgrades	Closeout	Funded	611,000	513,841	97,159	0	50,000	-	-	50,000		
		809	Overhead Garage Door Replacement - 2022	Not started	Funded	65,000	-	65,000	0	65,000	-	-	65,000		
		810	Overhead Garage Door Replacement - 2024	Not started	Funded	25,000	-	25,000	0	-	-	-	-		
		811	Fall Protection	Not started	Funded	65,000	-	65,000	0	-	-	-	-		
		812	Hunter Brake Lathe	Not started	Funded	20,000	-	20,000	0	-	-	-	-		

		829 Sun Room Removal	Not started	Funded	750,000	-	750,000	0	750,000	-	-	750,000
		852 Lighted Pit	Closeout	Funded	-	375,618	(375,618)	0	-	-	-	-
		859 Capital Replacement of BEB Electrical Charging - 2026	Not started	Funded-New	100,000	-	100,000	0	-	-	-	-
		860 Capital Replacement of BEB Electrical Charging - 2027	Not started	Funded-New	100,000	-	100,000	0	-	-	-	-
		862 Fleck Bus and North Van Wash Replacement	Not started	Funded-New	700,000	-	700,000	0	-	-	-	-
		863 Overhead Garage Door Replacement - 2023	Not started	Funded-New	65,000	-	65,000	0	-	-	-	-
		864 Overhead Garage Door Replacement - 2025	Not started	Funded-New	65,000	-	65,000	0	-	-	-	-
		865 Overhead Garage Door Replacement - 2026	Not started	Funded-New	65,000	-	65,000	0	-	-	-	-
		866 Overhead Garage Door Replacement - 2027	Not started	Funded-New	65,000	-	65,000	0	-	-	-	-
		869 Fall Protection - 2022	Not started	Funded-New	50,000	-	50,000	0	50,000	-	-	50,000
		870 HVAC Units- Boone	Not started	Funded-New	30,000	-	30,000	0	-	-	-	-
		876 Steam Pit Lift	Not started	Funded-New	150,500	-	150,500	0	-	-	-	-
		908 Boone NWG Battery Electric Bus (BEB) Charging Infrastructure Ad	Not started	Funded-New	1,800,000	-	1,800,000	0	1,000,000	-	200,000	1,200,000
Boone - Preservation and Enhancements Total					19,237,533	2,576,226	16,661,307	-	6,183,334	-	200,000	6,383,334
Fleck Center - Preservation and Improvements	354	Fleck Energy Savings Project	Closeout	Funded	986,500	1,662,852	(676,352)	0	-	-	-	-
	787	Fleck Center Drain/Slab UST	Not started	Funded	240,000	-	240,000	0	-	-	-	-
	808	Bulk Deice Tank	Not started	Funded	12,000	-	12,000	0	-	-	-	-
Fleck Center - Preservation and Improvements Total					1,238,500	1,662,852	(424,352)	-	-	-	-	-
Miscellaneous Equipment and Fixtures	505	HVAC Replacement/upgrades - 2021	Not started	Funded	25,000	-	25,000	0	-	-	-	-
	511	Cabinet Parts Washer	Not started	Funded	110,000	-	110,000	0	-	-	-	-
	512	Miscellaneous Equipment and Fixtures-2021	Not started	Funded	30,000	-	30,000	0	-	-	-	-
	556	Miscellaneous Equipment and Fixtures-2022	Not started	Funded	35,000	-	35,000	0	35,000	-	-	35,000
	585	Miscellaneous Equipment and Fixtures-2023	Not started	Funded	20,000	-	20,000	0	-	-	-	-
	733	Miscellaneous Equipment and Fixtures 2024	Not started	Funded	40,000	-	40,000	0	-	-	-	-
	736	HVAC Replacement/upgrades-2022	Not started	Funded	25,000	-	25,000	0	25,000	-	-	25,000
	737	HVAC Replacement/upgrades-2023	Not started	Funded	25,000	-	25,000	0	-	-	-	-
	762	HVAC Replacement/upgrades-2024	Not started	Funded	25,000	-	25,000	0	-	-	-	-
	782	HVAC Replacement/upgrades-2025	Not started	Funded	40,000	-	40,000	0	-	-	-	-
	784	Miscellaneous Equipment and Fixtures-2025	Not started	Funded	40,000	-	40,000	0	-	-	-	-
	813	Miscellaneous Equipment and Fixtures-2026	Not started	Funded	35,000	-	35,000	0	-	-	-	-
	858	Mobile Aerial Work Platform	Not started	Funded-New	17,000	-	17,000	0	-	-	-	-
	861	Big Fan Install	Not started	Funded-New	85,000	-	85,000	0	-	-	-	-
	867	Drill Press Replacements	Not started	Funded-New	30,000	-	30,000	0	-	-	-	-
	868	Electric Cart Replacment	Not started	Funded-New	47,500	-	47,500	0	47,500	-	-	47,500
	871	Latex Wrap Production Equipment	Not started	Funded-New	40,000	-	40,000	1	40,000	-	-	40,000
	873	Miscellaneous Equipment and Fixtures - 2027	Not started	Funded-New	40,000	-	40,000	0	-	-	-	-
	875	Walk-behind Scrubber	Not started	Funded-New	15,500	-	15,500	1	-	-	-	-
Miscellaneous Equipment and Fixtures Total					725,000	-	725,000	2	147,500	-	-	147,500
Facility Master Plan Program	504	Mission & Green Acquisition Due-Diligence	Work in progress	Funded	250,000	7,500	242,500	0	-	-	-	-
	549	Mission & Green Acquisition	Work in progress	Funded	1,000,000	-	1,000,000	0	800,000	-	-	800,000
	828	Facilities Master Plan Update	Not started	Funded	600,000	-	600,000	0	350,000	-	-	350,000
Facility Master Plan Program Total					1,850,000	7,500	1,842,500	-	1,150,000	-	-	1,150,000
Facilities - Maintenance & Administration Total					23,051,033	4,246,578	18,804,455	2	7,480,834	-	200,000	7,680,834
Facilities - Passenger & Operational	Park and Ride Upgrades	513 Park and Ride Lot Major Preservation-2021	Not started	Funded	25,000	-	25,000	0	-	-	-	-
		613 Park and Ride Lot Major Preservation-2023	Not started	Funded	20,000	-	20,000	0	-	-	-	-
		754 Five Mile Mobility Hub Preliminary Design	Not started	Funded	235,000	-	235,000	0	14,300	-	150,700	165,000
		759 Park and Ride Lot Major Preservation 2024	Not started	Funded	20,000	-	20,000	0	-	-	-	-
		785 Park and Ride Lot Major Preservation-2025	Not started	Funded	40,000	-	40,000	0	-	-	-	-
		814 Park and Ride Lot Major Preservation-2022	Not started	Funded	25,000	-	25,000	0	25,000	-	-	25,000
		815 Park and Ride Lot Major Preservation-2026	Not started	Funded	25,000	-	25,000	0	-	-	-	-
		872 Park and Ride Major Lot Preservtion - 2027	Not started	Funded-New	30,000	-	30,000	0	-	-	-	-
		900 South Hill P&R Improvements	Not started	Funded-New	700,000	-	700,000	0	75,000	-	-	75,000
		902 West Plains Transit Center Retrofit & Layover	Not started	Funded-New	208,811	-	208,811	0	50,000	-	-	50,000
Park and Ride Upgrades Total					1,328,811	-	1,328,811	-	164,300	-	150,700	315,000
Plaza Preservation and Improvements	515	2019 Cooling Tower Replacement, Plaza	Design	Funded	550,000	823	549,177	0	50,000	-	-	50,000
	765	STA Plaza Loudspeaker System Replacement	Not started	Funded	45,000	-	45,000	0	-	-	-	-
	794	Plaza Exterior Signage	On hold	Funded	80,000	5,531	74,469	0	74,469	-	-	74,469
	843	Plaza Preservation and Improvements-2021	Not started	Funded	50,000	-	50,000	0	-	-	-	-
	844	Plaza Preservation and Improvements-2022	Not started	Funded	50,000	-	50,000	0	50,000	-	-	50,000
	845	Plaza Preservation and Improvements-2023	Not started	Funded	50,000	-	50,000	0	-	-	-	-
	846	Plaza Preservation and Improvements-2024	Not started	Funded	50,000	-	50,000	0	-	-	-	-
	847	Plaza Preservation and Improvements-2025	Not started	Funded	50,000	-	50,000	0	-	-	-	-
	849	First Floor Plaza Restroom Stalls	Construction	Funded	-	4,235	(4,235)	0	-	-	-	-
	850	Escalator Wall Guard	Construction	Funded	-	11,798	(11,798)	0	-	-	-	-
	851	Plaza Flagpoles Relocation	Design	Funded	-	4,796	(4,796)	0	-	-	-	-
	854	Plaza Soffit	Not started	Funded-New	150,000	-	150,000	0	150,000	-	-	150,000
	855	Plaza Interior Wayfinding Signage	Not started	Funded-New	15,000	-	15,000	0	15,000	-	-	15,000
	856	Plaza Preservation & Improvements-2026	Not started	Funded-New	50,000	-	50,000	0	-	-	-	-
	857	Plaza Preservation & Improvements-2027	Not started	Funded-New	50,000	-	50,000	0	-	-	-	-
Plaza Preservation and Improvements Total					1,190,000	27,183	1,162,817	-	339,469	-	-	339,469
Route & Stop Facility Improvements	464	Rural Highway Stop Improvements	Not started	Funded-MF	700,000	-	700,000	0	175,000	-	-	175,000
	480	Downtown Layover Upgrades	Work in progress	Funded-MF	515,000	31,241	483,759	0	233,759	-	-	233,759

		523 Bus Stop Improvements-2020	Construction	Funded	100,000	23,111	76,889	0	-	-	-	-
		550 Trent Avenue and Sunset Boulevard Improvements	Closeout	Funded	100,000	140,549	(40,549)	0	-	-	-	-
		551 Transit Shelter Replacement	Work in progress	Funded	200,000	162,690	37,310	0	-	-	-	-
		743 Service Change Bus Stops	Work in progress	Funded-MF	1,000,000	32,474	967,526	0	700,000	-	-	700,000
		751 2021 Service Change Operational Requirements	Work in progress	Funded-MF	200,000	-	200,000	0	100,000	-	-	100,000
		753 Transit Shelter Lighting Retrofits	Not started	Funded	175,000	-	175,000	0	35,000	-	-	35,000
		788 Geiger/Spokane County Cooperative	Work in progress	Funded	200,000	100,000	100,000	0	-	-	-	-
		789 North Havana Street Sidewalk Improvement Project	Not started	Funded	270,000	-	270,000	0	250,000	-	-	250,000
		790 MF: 2023 Service Change Bus Stops	Not started	Funded-MF	425,000	-	425,000	0	-	-	-	-
		791 MF: 2023 Service Change Operational Requirements	Not started	Funded-MF	215,000	-	215,000	0	-	-	-	-
		822 Bus Stop Improvements - 2026	Not started	Funded	100,000	-	100,000	0	-	-	-	-
		823 Operational Improvements - 2026	Not started	Funded	200,000	-	200,000	0	-	-	-	-
		824 Transit Shelter Replacement - 2022-2026	Not started	Funded	207,500	-	207,500	0	38,500	-	-	38,500
		887 2023 Bus Stop Accessibility Improvement Project	Not started	Funded-New	205,250	-	205,250	0	50,000	-	-	50,000
		888 2024 Bus Stop Accessibility Improvement Project	Not started	Funded-New	211,250	-	211,250	0	-	-	-	-
		889 2025 Bus Stop Accessibility Improvement Project	Not started	Funded-New	217,250	-	217,250	0	-	-	-	-
		890 2026 Bus Stop Accessibility Improvement Project	Not started	Funded-New	223,250	-	223,250	0	-	-	-	-
		891 2027 Bus Stop Accessibility Improvement Project	Not started	Funded-New	229,250	-	229,250	0	-	-	-	-
		892 2028 Bus Stop Accessibility Improvement Project	Not started	Funded-New	235,250	-	235,250	0	-	-	-	-
		894 Cooperative Projects	Not started	Funded-New	3,000,000	-	3,000,000	0	500,000	-	-	500,000
		896 Indian Trail Layover Improvement Project	Not started	Funded-New	225,000	-	225,000	0	-	-	-	-
		898 Route Segment Investment Projects	Not started	Funded-New	1,767,500	-	1,767,500	0	50,000	-	-	50,000
		899 Shelters & Lighting Program	Not started	Funded-New	941,200	-	941,200	0	50,000	-	-	50,000
		903 Whitworth University Comfort Station	Not started	Funded-New	354,257	-	354,257	0	45,085	-	-	45,085
Route & Stop Facility Improvements Total					12,216,957	490,064	11,726,893	-	2,227,344	-	-	2,227,344
Facilities - Passenger & Operational Total					14,735,768	517,248	14,218,520	-	2,731,113	-	150,700	2,881,813
Technology	Capital Program	763 Project Management Software	Not started	Funded	306,000	-	306,000	0	100,000	-	-	100,000
	Management Software											
Capital Program Management Software Total					306,000	-	306,000	-	100,000	-	-	100,000
Technology	Communications Technology	796 Digital Monitors for Customer Information	Not started	Funded	1,022,520	-	1,022,520	0	100,000	-	-	100,000
	Upgrades											
		798 Cisco Switches	Not started	Funded	50,000	-	50,000	0	-	-	-	-
		800 Phone System Replacement	Work in progress	Funded	200,000	199,990	10	0	-	-	-	-
		819 Cisco Network Switches	Not started	Funded	45,000	-	45,000	0	-	-	-	-
		821 Single Mode Fiber	Getting quotes	Funded	30,000	-	30,000	0	-	-	-	-
		831 Network Equipment-City Line	Not started	Funded	160,000	-	160,000	0	-	-	-	-
		834 STA Campus Network Equipment - 2022	Not started	Funded	40,000	-	40,000	0	40,000	-	-	40,000
		835 STA Campus Network Equipment - 2023	Not started	Funded	40,000	-	40,000	0	-	-	-	-
		840 Enterprise Asset Management System Evaluation	Not started	Funded	120,000	-	120,000	0	-	-	-	-
		882 Data Center Switches - Boone & Plaza	Not started	Funded-New	80,000	-	80,000	0	80,000	-	-	80,000
		883 Interior Firewalls	Not started	Funded-New	100,000	-	100,000	0	-	-	-	-
		884 Pure Storage	Not started	Funded-New	130,000	-	130,000	0	130,000	-	-	130,000
		885 Remote Desktop Servers (3)	Not started	Funded-New	60,000	-	60,000	3	60,000	-	-	60,000
		886 Wi-Fi Controllers	Not started	Funded-New	20,000	-	20,000	0	-	-	-	-
Communications Technology Upgrades Total					2,097,520	199,990	1,897,530	3	410,000	-	-	410,000
Technology	Computer Equipment	528 Computer Equipment-2021	Not started	Funded	175,000	-	175,000	0	-	-	-	-
	Preservation and Upgrades											
		566 Computer Equipment-2022	Not started	Funded	175,000	-	175,000	0	175,000	-	-	175,000
		603 Computer Equipment-2023	Not started	Funded	150,000	-	150,000	0	-	-	-	-
		758 Computer Equipment-2024	Not started	Funded	150,000	-	150,000	0	-	-	-	-
		802 Computer Equipment-2025	Not started	Funded	150,000	-	150,000	0	-	-	-	-
		820 Computer Equipment-2026	Not started	Funded	120,000	-	120,000	0	-	-	-	-
Computer Equipment Preservation and Upgrades Total					1,040,000	-	1,040,000	-	175,000	-	-	175,000
Technology	Fare Collection and Sales	431 Fixed Route Fare Collection System Update	Work in progress	Funded	5,890,000	456,129	5,433,871	0	1,740,350	-	-	1,740,350
	Technology											
		907 Genfare Farebox Upgrade	Not started	Funded	2,500,000	-	2,500,000	0	500,000	-	-	500,000
Fare Collection and Sales Technology Total					8,390,000	456,129	7,933,871	-	2,240,350	-	-	2,240,350
Technology	Operating & Customer Service Software	577 Trapeze OPS-Web	Not started	Funded	175,000	-	175,000	0	28,000	-	-	28,000
		578 Trapeze ParaCutter	Work in progress	Funded	120,000	-	120,000	0	-	-	-	-
		579 Trapeze ViewPoint - Business Intelligence Solution	Work in progress	Funded	220,000	162,346	57,654	0	-	-	-	-
		797 Trapeze PASS Enhancements	Work in progress	Funded	525,000	366,944	158,056	0	100,000	-	-	100,000
		825 Trapeze - Mobile Mapping & Turn-by-Turn Navigation	Not started	Funded	131,024	-	131,024	0	-	-	-	-
Operating & Customer Service Software Total					1,171,024	529,289	641,735	-	128,000	-	-	128,000
Technology	Security and Access	468 OnBoard Camera Upgrade	Work in progress	Funded	4,000,000	1,822,654	2,177,346	0	-	-	-	-
	Technology											
		608 Park and Ride Camera System - Hastings	Not started	Funded	71,500	-	71,500	0	-	-	-	-
		609 Park and Ride Camera System - Liberty Lake	Not started	Funded	85,900	-	85,900	0	-	-	-	-
		610 Park and Ride Camera System - South Hill	Not started	Funded	74,600	-	74,600	0	-	-	-	-
		832 Facility Camera Replacement-Plaza	Getting quotes	Funded	100,000	-	100,000	0	-	-	-	-
		833 Facility Camera Replacement-Boone	Getting quotes	Funded	100,000	-	100,000	0	-	-	-	-
Security and Access Technology Total					4,432,000	1,822,654	2,609,346	-	-	-	-	-
Technology	Smart Bus Implementation	336 Fiber Communications	Work in progress	Funded	1,048,181	448,181	600,000	0	100,000	-	-	100,000
Smart Bus Implementation Total					1,048,181	448,181	600,000	-	100,000	-	-	100,000
Technology Total					18,484,725	3,456,243	15,028,482	3	3,153,350	-	-	3,153,350

High Performance Transit Implementation	Central City Line		347 Design and Construction	Construction	Funded-MF	85,410,407	12,640,660	72,769,747	10	9,105,594	-	13,049,136	22,154,729	
			853 Gonzaga Land Easement	Completed	Funded-MF	-	1,592,177	(1,592,177)	0	-	-	-	-	
			893 City Line - Neighborhood Station Identification	Not started	Funded-New	750,000	-	750,000	0	750,000	-	-	750,000	
	Central City Line Total					86,160,407	14,232,837	71,927,570	10	9,855,594	-	13,049,136	22,904,729	
	Cheney Line		465 Four Lakes Station	Work in progress	Funded-MF	1,440,000	355,599	1,084,401	0	50,000	-	-	50,000	
			764 Cheney Corridor Improvements	Work in progress	Funded-MF	4,490,000	174,026	4,315,974	0	260,000	350,000	-	610,000	
	Cheney Line Total					5,930,000	529,625	5,400,375	-	310,000	350,000	-	660,000	
	Division Line		830 Division Line - PE and NEPA Scoping	Not started	Funded	2,000,000	-	2,000,000	0	850,000	-	-	850,000	
			895 Division Line BRT: Project Development	Not started	Funded-New	12,000,000	-	12,000,000	0	-	-	-	-	
	Division Line Total					14,000,000	-	14,000,000	-	850,000	-	-	850,000	
	I-90/Valley Line		469 Mirabeau Transit Center Improvements	Not started	Funded-MF	8,488,000	-	8,488,000	0	118,700	135,900	-	254,600	
			477 Park & Ride Expansion East of Sullivan (formerly LL Park & Ride)	Not started	Funded-MF	5,562,000	-	5,562,000	0	78,300	89,100	-	167,400	
			545 Preliminary Engineering I-90 HPT Corridor Facilities	Work in progress	Funded-MF	812,500	50,929	761,571	0	52,314	-	-	209,257	261,571
	I-90/Valley Line Total					14,862,500	50,929	14,811,571	-	249,314	225,000	209,257	683,571	
	Incremental HPT Investments		470 Plaza HPT Platforms	Construction	Funded-MF	1,645,000	924,958	720,042	0	620,042	-	-	-	620,042
			472 Division Passenger and Operational Treatments	Work in progress	Funded-MF	2,000,000	1,865,942	134,058	0	-	-	-	-	-
			478 Division HPT Design Study	Work in progress	Funded	500,000	126,873	373,127	0	-	-	-	-	-
			805 MF: Eastbound Riverside Avenue HPT Improvements	Work in progress	Funded-MF	600,000	-	600,000	0	500,000	-	-	-	500,000
	Incremental HPT Investments Total					4,745,000	2,917,773	1,827,228	-	1,120,042	-	-	-	1,120,042
	Monroe-Regal Line		479 Monroe-Regal Shelter and Stop Enhancements	Work in progress	Funded-MF	4,815,385	2,266,224	2,549,161	0	2,049,161	-	-	-	2,049,161
			542 Moran Prairie Park and Ride Construction	Work in progress	Funded-MF	4,703,793	4,226,957	476,836	0	50,000	-	-	-	50,000
			839 Moran Station BEB Infrastructure	Construction	Funded	2,000,000	301,456	1,698,544	0	-	-	-	-	-
			897 Monroe-Regal Line HPT Branding	Not started	Funded-New	688,937	-	688,937	0	50,000	-	-	-	50,000
	Monroe-Regal Line Total					12,208,115	6,794,638	5,413,478	-	2,149,161	-	-	-	2,149,161
	Sprague Line		540 Sprague HPT Improvements	Work in progress	Funded-MF	6,556,000	605,293	5,950,707	0	501,800	498,200	-	-	1,000,000
			901 Sprague Line HPT Branding	Not started	Funded-New	1,207,607	-	1,207,607	0	-	-	-	-	-
	Sprague Line Total					7,763,607	605,293	7,158,314	-	501,800	498,200	-	-	1,000,000
	West Plains Transit Center		742 WPTC -Transit/Interchange Access Project	Construction	Funded	800,000	933,907	(133,907)	0	-	-	-	-	-
	West Plains Transit Center Total					800,000	933,907	(133,907)	-	-	-	-	-	-
	High Performance Transit Implementation Total						146,469,629	26,065,000	120,404,629	10	15,035,911	1,073,200	13,258,392	29,367,503
	Grand Total						314,782,616	34,582,109	280,200,507	362	46,259,369	1,973,200	17,243,209	65,475,778
	Local													46,259,369
State													1,973,200	
Federal													17,243,209	
Total													65,475,778	

CHAPTER FIVE: STA ASSET MANAGEMENT PLAN – LIST OF KEY ACTIVITIES

BOARD GUIDANCE

The STA Board of Directors set forth the following six-year planning guidance as a first step in developing the TDP:

2021 Board Guidance for the TDP

- **Foster and Sustain Quality.** Continue initiatives and projects that improve the quality and usefulness of STA's services, facilities, information and customer service. Affordable public transportation adds value to the community and improves the quality of life in the region and the efficiency of the region's road system through congestion relief. Employ new technologies and industry trends that advance these ends.
- **Maintain a State of Good Repair.** Continue vehicle replacement and facility maintenance/improvement programs in order to avoid the problematic consequences of deferred action.
- **Recover and Expand Ridership.** Identify and leverage the factors that drive ridership, especially as the economy and travel patterns transition out of the COVID-19 pandemic. Continue to foster ridership markets in line with the principles of Connect Spokane and in conjunction with the launch of the City Line BRT project and other improvements as part of STA Moving Forward. Work and school trips make up the majority of trips taken on STA services. Continue to foster these foundational markets while expanding the usefulness of service for other travel purposes.
- **Proactively Partner in the Community.** Coordinate with jurisdictions and other agencies to implement community planning and economic development strategies and pursue the agency's sustainability goals. Be a leader in implementing the regional transportation visions.
- **Advance and Adapt the System Growth Strategy.** Grow the transit system consistent with community growth and resources, recognizing there are underserved areas of the PTBA. Respond to changing demographic and behavioral trends in population and job densities. Ensure that maintenance and operations facilities are sized to accommodate cost-effective growth plans. Continue to maximize outside funding sources, providing opportunities for increased strategic investments for system growth.

Major Activities 2022-2027

Customer Tools and Technology

- Transition technology, systems, and customers to an online, account-based contactless fare system
- Implement an updated website and digital notification system
- Implement a digital signage system throughout the transit network

Community Outreach

- Market the launch of the City Line in 2022 and communicate about BRT benefits
- Communicate with the public about STA's plans for fleet electrification

Service Development

- Launch City Line revenue service (2022)
- Implement 2022 service changes and improvements
- Implement final phase of STA Plaza Operational Restructure
- Introduce added service in the I-90/Valley corridor, including pilot service to Post Falls and Coeur d'Alene
- Complete STA Moving Forward service improvements (2022-2026)

Facilities and Fleet

- Fleet replacement (2022-2027)
- Expand fleet composition with additional electric coaches and double-decker coaches
- Cheney Line: HPT stations, enhanced stops, and other corridor improvements
- Sprague Line: HPT stations, enhanced stops, and other corridor improvements
- I-90/Valley Line: Expand commuter parking capacity east of Sullivan Road, construct new transit center in the corridor
- Boone Campus diesel underground storage tanks replacement
- Transit Asset Management Plan updates

Systems & Programs

- Implement FTA-required Public Transportation Agency Safety Plan (PTASP) Develop and implement procedures to periodically review the condition of bus stop areas and bus stop amenities
- Public Transportation Improvement Conference (PTIC) quadrennial review (2022, 2026)

Planning

- Update Facilities Master Plan
- Update to Connect Spokane: A Comprehensive Plan for Public Transportation (2021-2022)
- Develop Strategic Plan to identify new needs and planning beyond STA Moving Forward (2021-2023)
- Five Mile Mobility Hub Study
- I-90/Valley HPT Corridor Development Plan
- Sprague HPT Corridor Development Plan
- Division BRT Preliminary Engineering
- Title VI Program update (every three years)
- Develop Shared Mobility policies and strategies

WSDOT State Transportation System Policy Goals

Per RCW 47.04.280, the Washington State Legislature has outlined policy goals for the planning, operation, and performance of, and investment in the state's transportation system. As the 2021 Board adopted Annual Strategic Plan (Appendix A, TDP) notes, STA's overarching goal is to implement *STA Moving Forward* and exemplify resiliency and excellence. The table below shows how STA's local priorities align with state goals established in the Washington State Transportation Plan.

Goal: Implement STA Moving Forward

Strategies and Actions	State Area Goals					
	Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
Strategy 1: Design and Deliver Core Infrastructure	X			X	X	X
Action 1.1: Implement the fare collection update program to provide additional, touchless options for fare payment across the system						
Action 1.2: Implement Battery Electric Technology into fleet and facility infrastructure						
Action 1.3: Develop and deliver fixed route network service revisions with launch of City Line BRT						
Strategy 2: Advance and implement High Performance Transit (HPT)	X	X	X	X		
Action 2.1: Continue planning and implementation of the identified HPT projects-City Line, Cheney Line, Monroe-Regal Line, Sprague Line, Division Line, and I-90/Valley Corridor						
Strategy 3: Improve Customer Service			X	X		
Action 3.1: Focus communication efforts on safety and resiliency of transit						
Action 3.2: Design and deliver new customer information services						
Action 3.3: Begin digital signage implementation						
Strategy 4: Look to the future	X	X		X	X	X
Action 4.1: Continue forward-looking planning and implementation efforts						
Action 4.2: Focus on major update to Connect Spokane, STA's comprehensive plan						
Action 4.3: Reimagine Division Street corridor						
Action 4.4: Prepare an updated facilities master plan						

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SERVICE IMPLEMENTATION PLAN

The Service Implementation Plan (SIP) is prepared each year to guide the delivery of fixed-route service. Developed in close coordination with the agency's six-year financial projections, the SIP is designed to inform the public of possible bus service improvements over a three-year period following the September service change. The SIP is updated annually as described in *Connect Spokane* policies MI 3.3.3 and MI 3.4.

A copy of the complete SIP is available at Spokane Transit's website. <https://www.spokanetransit.com>